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Vol. CCII, No. 2634
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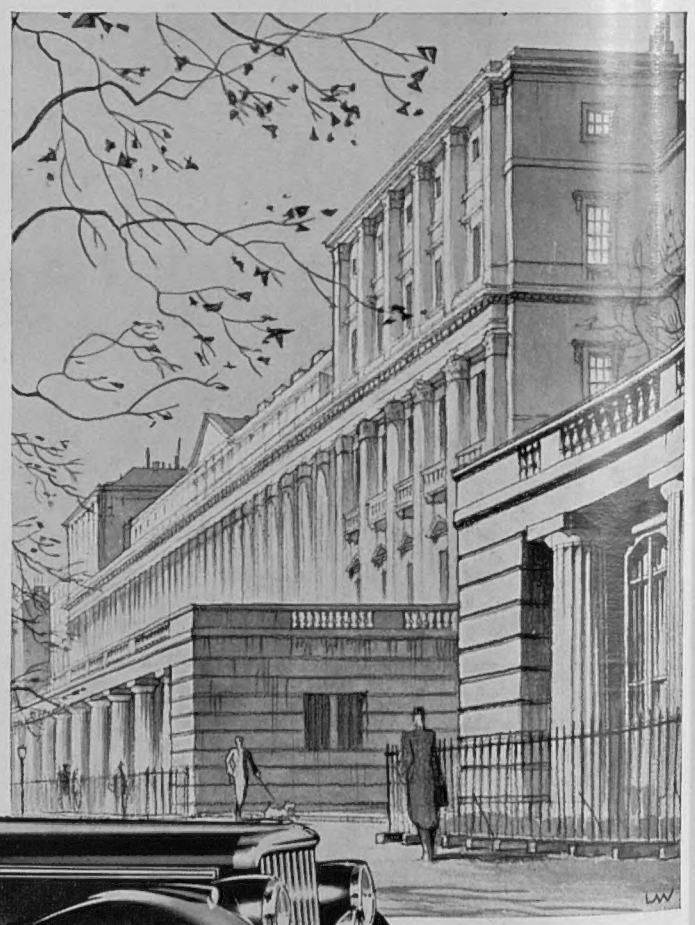
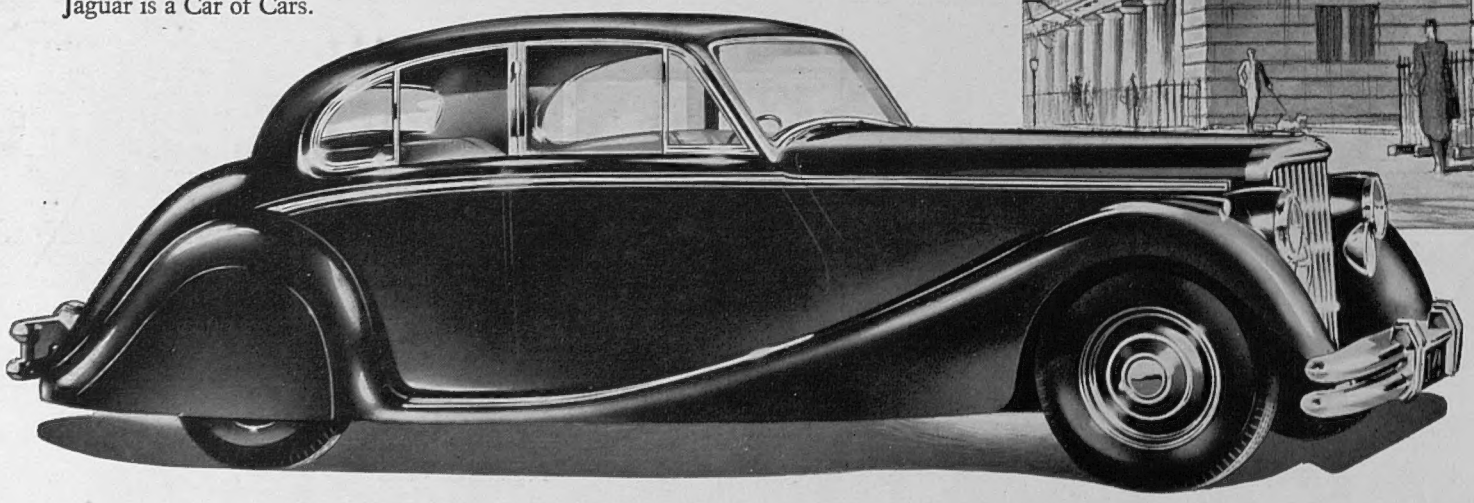




Carlton House Terrace by John Nash which originally extended to Regent's Park. Specially drawn by Lawrence Wright, A.R.I.B.A.

THE FINEST CAR OF ITS CLASS IN THE WORLD

Volume CCII No. 2634 The SPHERE, London, July 29, 1950

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

A BRITISH CARRIER PATROLS IN KOREAN WATERS—SEAFIRE AIRCRAFT ON THE DECK OF H.M.S. "TRIUMPH" DURING OPERATIONS ON BEHALF OF THE UNITED NATIONS: By mid-July British warships had taken part in eight engagements with North Korean forces. Planes from *Triumph* have joined aircraft from a U.S. carrier in successful strikes north of the 38th Parallel, hitting repeatedly at North Korean reinforcements on the line of supply

General MacArthur's headquarters in Tokyo revealed last week that British warships, and aircraft from British warships, had already played a considerable part in operations against the North Koreans. The British light cruiser *Jamaica* has been mentioned in particular, having shelled oil tanks, bridges and shipping in the Chuminjin area on the east coast of Korea, while, in company with a United States destroyer, the *Jamaica* bombarded a cliff road near Utchin, to block enemy troop movements. The *Jamaica* was hit by shore batteries, but suffered no serious damage. The *Triumph* was known to be operating with the U.S. carrier *Valley Forge* in the early days of the conflict. (See also page 149).

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

On the Crater's Edge.—

The international situation to-day is obviously as critical as it has ever been before the actual breaking out of world war. Korea has been compared to the Spanish Civil War, to the march into the Rhineland, to Munich. And now our Government is sending Parliament off on its long summer holiday, to come together again at the end of October. And you and I and our Members of Parliament and the Opposition leaders have no idea at all of the state of our defences and of our ability and intentions to help America and the U.N. to stem the tide of aggression in Korea, and by all means to localise the fighting. Some critics say that the Labour Party has a temperamental incapacity to deal with Service matters. As to that, I think the criticism one-sided. Tory Governments and Liberal Governments have before now found themselves at war and totally unprepared for it. It is nearer the truth to say that until it is in the article of war—world-war—no Western democracy will jolt itself out of its holiday mood. Still to-day we are more interested in cricket, racing and golf, and sun-tanning, and so on, than in the news from the front; and it is a fair criticism of the Government that for years it has been, and still to-day it is, much more concerned with the battle of the dollar than with the war against Communism. The difference in the two points of view can be simply set out: Attlee and Co. argue that the winning of the dollar battle can alone avert world war. The opposite view (which the present crisis strengthens) is that it is no use winning the dollar war until the imminent risk of world war is averted. A middle way has for some time suggested itself to you and me: Let the best brains of the Government concentrate on the dollar war but for the love of this country and common sense co-opt the best men and brains and experience outside the Labour Party in the field of defence and diplomacy, to bring our defences in all arms and in civil defence to the best possible state of efficiency within our economic means. As for diplomacy, it may be that this Korean incident has made Stalin more inclined to listen to reason. He has had at last some hint that the West does not entirely rely on verbal protests to counter aggression.

Patriotism or Party Loyalty ?—

This nation's customary midsummer day's dream has been jolted and interrupted by the nightmare of a third world war. We *are* to-day sufficiently frightened to take note of our own political arena. We are suddenly tired of the party game. We *are* distrustful of the men who in this crisis hold the key posts; a sick man at the F.O., and in the fighting departments one or two Ministers whose qualifications for such vital offices in time of acute danger are not widely recognised. We do not believe that all the best brains are in one party camp. We do ask ourselves and the Premier whether in this crisis there may not be some practical way of using our *national* resources of ability and experience to fight the two vital campaigns simultaneously. If the Government concentrates on and gives priority to the dollar battle, let them call in some "outsiders" to help them redress the balance of our defences, and so enable us to play our part in U.N. duties, and take over some of those arts and expedients of diplomacy which Mr. Bevin has rejected as hopeless. One thing is *certain*. If war comes, the nation will instantly insist on fit men for key jobs; will cry out for all-party experience and leadership. Why wait till aggression has won the first round ? It would at least be patriotic to inform the men who will be *called on*, if war break out, as to the present state of our defences and deficiencies.

Cinema's Red Light ?—

My eye caught a sentence in the chairman's statement at the annual meeting of a great film corporation. He confirmed that box-office receipts had continued a downward trend, but this trend had not been observed in the showing of pictures of merit, a very small proportion of those shown annually. The public at last (he said) becomes more and more inclined to discriminate in their choice—in other words, are acquiring some sort of taste, or at least a distaste for sheer shoddy and pure (or not so pure) muck. His board was watching the position closely, and particularly to find out to what extent television is a cause of the decline in attendance at cinemas. Here in England at the moment the little dim figures on the tiny screen may seem but "a little cloud like a man's hand" on the Picture Corporation's horizon, but already it is a powerful hand in America, as we know. But the great appeal of television in America is still largely to children, and I am bound to say that I should judge that in the *main* the appeal of the B.B.C. in general in England to-day is to a very primitive mind, and is one which should not draw away patrons from the very few intelligent films which we are suffered to see. I listened out of curiosity to a shocker, *Darkness at Pemberley*, on the Home Service the other night (the word "Pemberley" having misled me into thoughts of Jane Austen). I heard it through, and at the end I wondered whether the B.B.C. could give a clearer proof of its own contempt for the intelligence of 10,000,000 of its patrons. I have had no experience of visual wireless. Obviously the invention has still a long way to go before it brings the theatre to the fireside, except in peep-show form. But nowadays "perfection" comes with lightning speed, and then the influence of television on the nation's life, habits and character may be very great and significant. Against that day, which may be soon, the rival entertainment industries must prepare, to meet keen competition. I am not sure that the best way for all concerned to arm for the contest may not lie in encouraging the public's dawning discrimination, taking a less cynical view of the public's intelligence and taste, and eliminating some of the lowest forms of entertainment. For if there is not yet, there may soon be a public of sufficient discrimination to justify merit and integrity, even in the lightest and most trivial features. There is a portent in the sky, as our chairman hinted. What may to-day seem idealism or altruism may in truth be box-office, too.

Festival Space.—

Looking down on the area which will contain the Great Exhibition of 1951, one cannot but be surprised by its limitations. We have been told that the Festival will fill England and fill London to bursting-point. It may be so. Certainly there will be an "overflow," which must be accommodated somewhere outside the show-ring, for the show-ring suggests accommodation in moderate comfort for the contents of one excursion train from Manchester. No doubt it's an optical illusion. You can pack a devil of a lot of sardines into a small tin. At the moment, the illusion is so convincing that one doubts whether the efforts of the bridge-builders are really necessary. One would say that existing channels could well carry the crowds which could fill the available space to capacity. But as we know, the exhibition is one thing, the Festival another. The real "show-ring" is the British Isles, small indeed, but not everywhere congested, if the means of transport can stand the strain. The show-ring is to stretch from Inverness to Bodmin, from Birkenhead to Brighton.

A Social Myth.—

U.N.E.S.C.O. has laid an interesting egg, and all humanity may anxiously hope that it will hatch out. A committee of all the sciences has declared that there is no foundation in biological fact, no justification, for racial discrimination. All races are about equal in intelligence and respond about equally to education; show the same powers of adaptability and ingenuity. Language, climate, colour, create no division in classification by standards. Race is a myth, and racial discrimination is a senseless murderer, torturer and saboteur of peaceful progress and co-operation. Black or white, bond or free, ice-bound or tropical, mechanised or primitive, we are all about equally silly and frail, all about equally likely to throw up some one bigger and stronger than the average run of us. There is no race of supermen or superior men, for we are all members one of another. Indeed, we are all cousins and our centuries of intermarriage have probably been the chief cause of our occasionally producing a superior individual. Is this a bombshell ? I suppose it will shock a number of people besotted by ideology, blood, race—the people who divide the world into armed camps and the society of country towns into jealous cliques. They are essentially the same, whether they worship the pure Nordic strain or despise those who are not in their own suburban smart set. The egg will take a long time to hatch out. Snobbery and cliqueism in big and small compass are ingrained in us. Even the proverbial good manners of Court circles are not proof against these vices. There will always be some hangers-on who will do their best to keep "class" and privilege alive; and racial discrimination is only snobbery internationalised.

German Art and a Substitute Exhibition.—

The R.A. has not been able to organise a Winter Exhibition of German Art at Burlington House. The difficulties on the German side have proved too great. It is a disappointment, for few great national schools can provide a more varied and wonderful range. I wonder what will take its place at Burlington House. The exhibition, whatever it be, will run into 1951, and that suggests a *national* display. Why not a glorified "Antique Dealers' Fair"—offering the best in the arts and the domestic crafts (pictures, furniture, plate, and so on) now available in private ownership in the surviving great houses of England and smaller houses, restricted to the work of British artists and craftsmen ? The wealth of such treasures is incredible. The show could be the wonder of civilisation. The chief difficulty would be that even now time is short to discover, and then to discriminate among, the treasures which would come to light—many of them quite unsuspected by the cognoscenti.

THE OLD STAGER

THE TREASURERS AND MASTERS OF THE BENCH OF THE FOUR INNS OF COURT JOINTLY HOLD A RECEPTION TO MEMBERS OF THE INTERNATIONAL BAR ASSOCIATION IN LINCOLN'S INN HALL: This was the scene within the Hall where Lincoln's Inn, Inner Temple, Middle Temple and Grays Inn benchers entertained jointly. The four inns of court, governed by no prescribed legal provisions, statute or charter, are on a footing of equality. By the Sex Disqualification (Removal) Act of 1919 membership of the inns is open to women, as it is to citizens of all nations except in wartime

ROLLING ALONG TO THE FRONT LINE IN SOUTH KOREA : An American tank en route to the battlefield after being landed at the port of Pusan. At first the American infantrymen had no effective counter to the 34-ton and 60-ton tanks deployed by the North Koreans, and the final answer, of course, could only be to pit tanks against tanks. Last week heavy armour, was pouring into Pusan, and thence being despatched north to the railhead on flat cars. The medium tank depicted above was in action a few hours after this picture was taken

TANK AND ANTI-TANK WARFARE

WITH THE AMERICANS IN KOREA

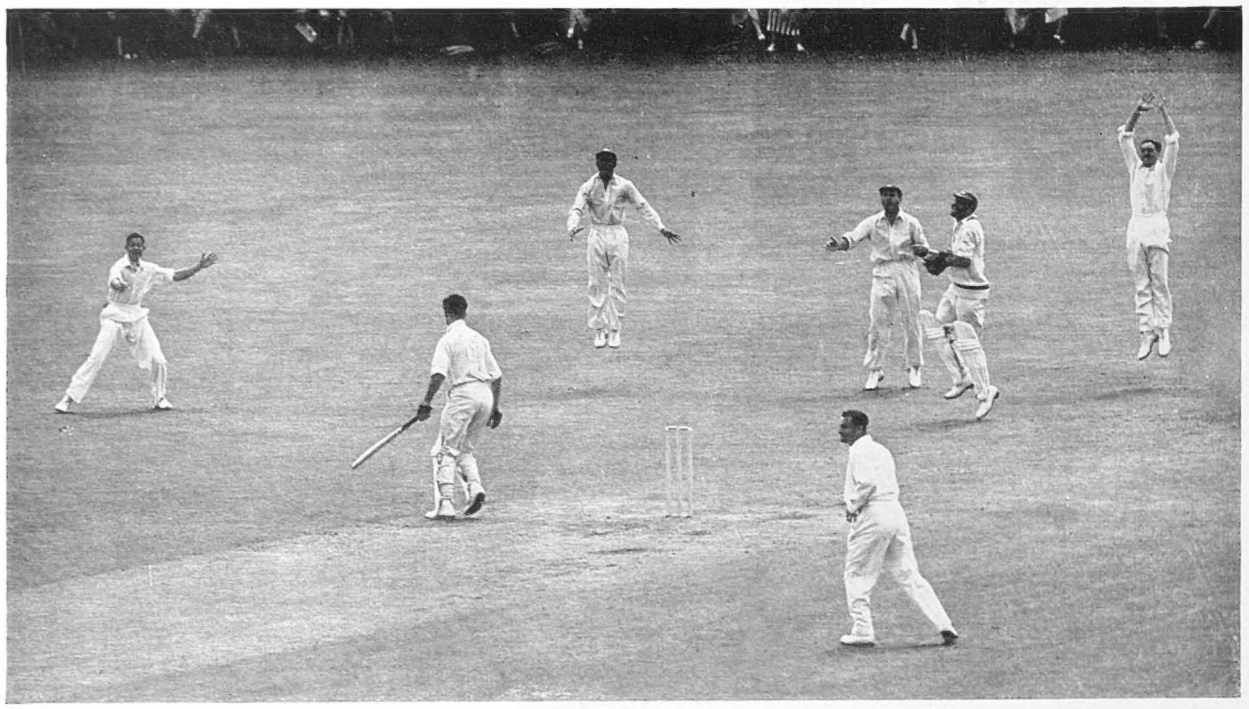
HIS MISSION ACCOMPLISHED : Captain A. Holet, a fighter pilot from Detroit, Michigan, smiling broadly on return to his air-strip after a strike against the North Koreans in which his squadron accounted for four enemy tanks with rockets and also destroyed petrol tankers on the line of supply. Captain Holet accomplished three successful missions in as many days

DUG IN AND WAITING FOR ACTION IN A HULL-DOWN POSITION : An American tank on the Kum River line. While the machine-gunner keeps a sharp look-out from his turret, his four fellow-members of the crew take a rest. These medium tanks did quite well in the Kum battles, but were really no match for heavier Communist tanks with their weight of armour

AT TRENT BRIDGE THE WICKETS TUMBLE

DRAMA IN THE THIRD TEST AGAINST THE WEST INDIES

THE ECLIPSE OF J. G. DEWES : The Cambridge batsman watches while he is caught by Gomez off Worrell's bowling



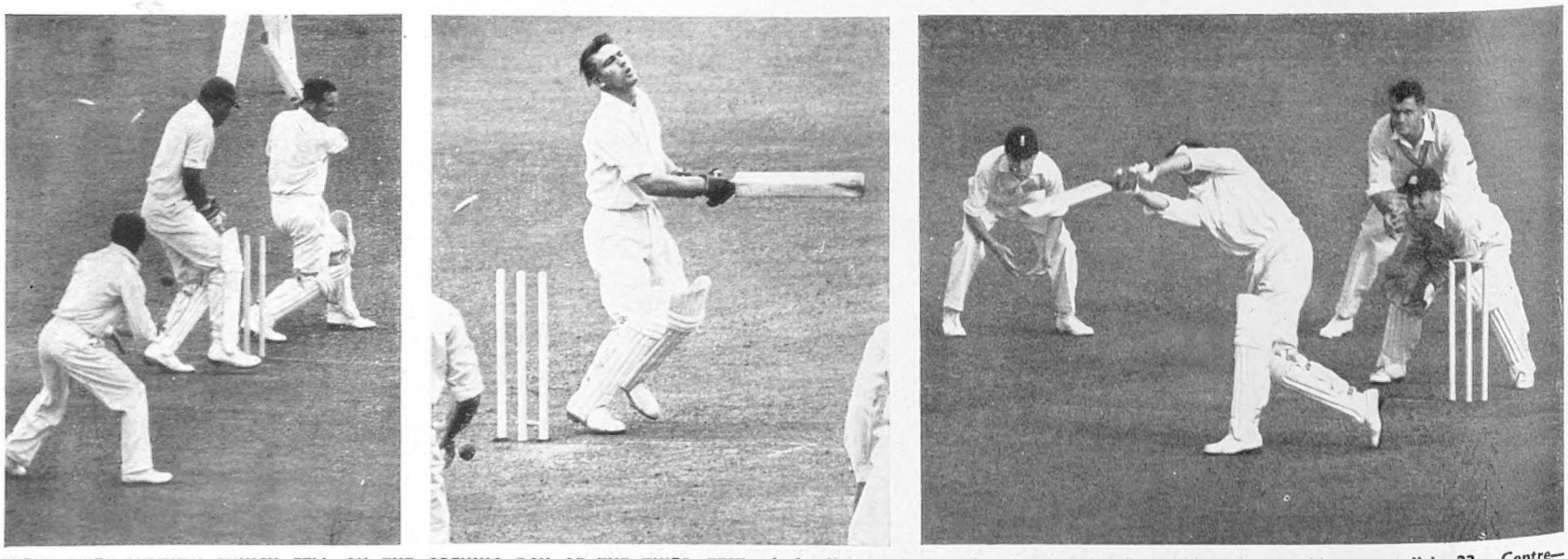
A SUCCESS THAT PUT THE WEST INDIANS ON THEIR TOES : England's opening bat, R. T. Simpson, is caught at the wicket by the ebullient Walcott. Simpson was playing on his home ground and it was expected he would make a substantial score. The crowd had to wait for Simpson's second innings

English cricket has had a disastrous summer, and defeat by the West Indies in the second Test match clearly showed some of the shortcomings of our Test side. The illness of Hutton and Gimblett and the temporary dropping of Edrich gave our side for the third Test an unfamiliar aspect, but the new combination did not shine particularly brightly, and the four English wickets which fell for 25 at the start of the match were as much due to inappropriate strokes by the batting side as to keen bowling and fielding by the West Indians.

England may draw the Test series against the West Indies, but, even so, what has happened this year does not augur well for the Australian tour. Perhaps the return of Denis Compton, with his infectious enthusiasm and his unrivalled prowess with the bat, will remove some of the atmosphere of gloom that has descended upon the summer game. Nothing, however, can detract from the achievements of Goddard and his men, of Rae, Stollmeyer, Christiani, Worrell and Weekes, with their carefree batting, of Ramadhin and Valentine with their attacking bowling.

SHACKLETON SURVIVES AN APPEAL FOR STUMPING : This happened when he received his first ball, and he then went on to score a valuable 42 at a time when England's fortunes were at a low ebb. Shackleton startled the crowd by jumping out and driving Valentine to the boundary twice during one over

DOUGLAS INSOLE IS BOWLED OFF HIS PADS BY RAMADHIN : Insole, a possible leader for England's Test side in Australia next year, joined Yardley, the English captain, in a stand of fifty. Unfortunately, when playing confidently, Insole was deceived by Ramadhin's spin and the partnership came to an end

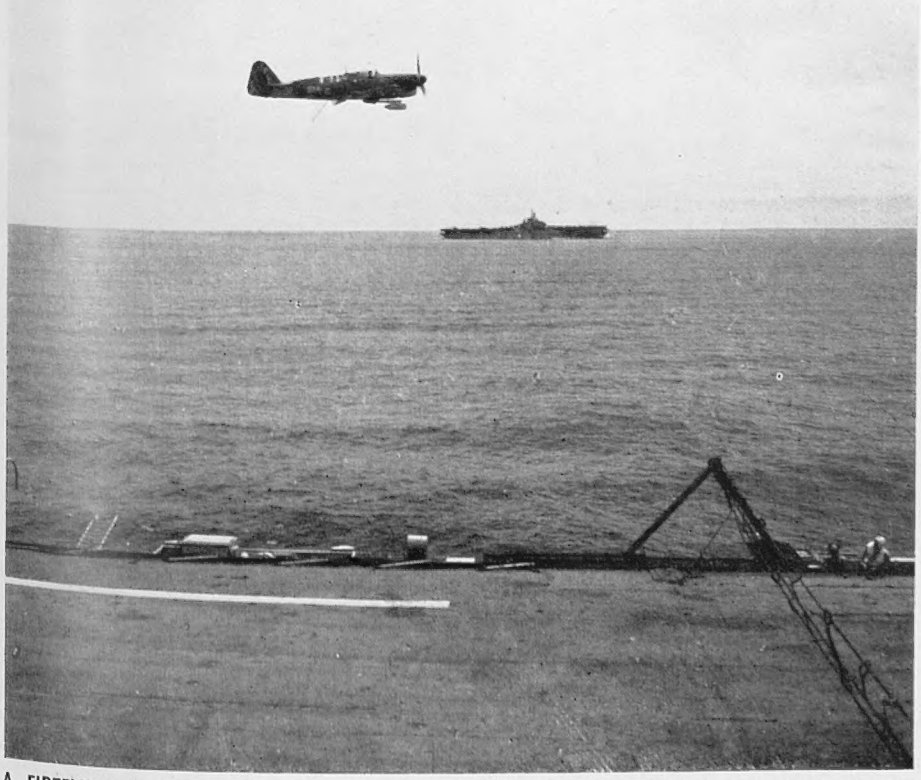


THREE MORE WICKETS WHICH FELL ON THE OPENING DAY OF THE THIRD TEST : *Left*—Keeper Evans clean-bowled by Ramadhin after making a stylish 32. *Centre*—Jenkins bowled by Johnson when he had 39 runs to his credit and had helped to put England in a slightly better position after a disastrous start to the first innings. *Right*—J. B. Stollmeyer, the West Indian No. 2, was caught and bowled by Jenkins off this ball. Stollmeyer made 46 and seemed set for a big score

ONE OF THE "YANGTSE BIG THREE" NOW IN ANOTHER FIGHT: The British destroyer *Consort*, which, with H.M.S. *London* sailed to the assistance of the *Amethyst* during the battles with the Communists in 1949, seen coming alongside the aircraft-carrier *Triumph* for refuelling in Korean waters. At the time of writing the only damage sustained by British warships operating off Korea was in a frigate which was attacked by two North Korean fighter aircraft. The British carrier *Triumph* and the U.S. carrier *Valley Forge* have both joined in successful strikes on North Korean targets

BRITISH AND U.S. NAVAL FORCES OFF KOREA

Joint Action Under the United Nations' Flag

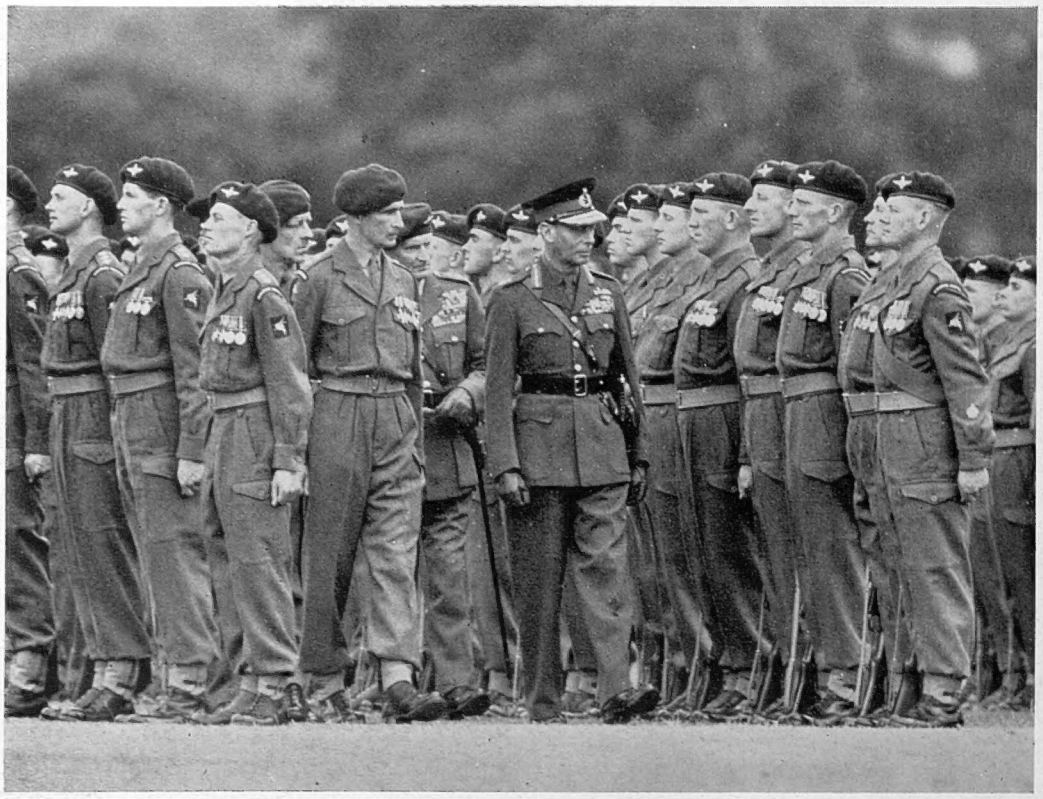


A FIREFLY AIRCRAFT FLIES PAST THE BRITISH CARRIER "TRIUMPH": In the background is the United States carrier *Valley Forge*, which the North Koreans claimed to have sunk

LIAISON BETWEEN BRITISH AND AMERICAN UNITS AT SEA: A helicopter from the U.S. carrier *Valley Forge* about to land on H.M.S. *Triumph*

THE KING AND QUEEN WITH "THE RED DEVILS"

PRESENTING COLOURS TO THE PARACHUTE REGIMENT AT ALDERSHOT



THE KING INSPECTS "THE RED DEVILS" ON THE QUEEN'S PARADE AT ALDERSHOT: His Majesty passing down the ranks followed by the Unit Commander and Field Marshal Lord Montgomery, Colonel-Commandant of the Parachute Regiment. The occasion was unique, for rarely does the King present Colours to any regiment of which he is not Colonel-in-Chief, and it is unprecedented for all the battalions of a single regiment to receive their Colours at the same time. "The Red Devils," who had the nickname bestowed on them by the enemy during fighting in Africa, marched on to Queen's Parade headed by massed bands and drums of the regiment. *Inset on right*—The King and Queen with officers and warrant officers of the regiment

THE KING PRESENTING THE COLOURS TO THE 1ST, 2ND AND 3RD BATTALIONS OF THE PARACHUTE REGIMENT: After the King mounted the dais the two senior majors of the 1st Battalion handed to His Majesty first the King's Colour and then the Regimental Colour, and the lieutenants who were to carry these Colours each received them at the King's hands. The 2nd and 3rd Battalions received their King's Colour and Regimental Colour in like manner, and the King then addressed the Regiment. The Colours bear no battle honours, for as yet none have been awarded for the Second World War. When this picture was taken the majors had taken a pace to the rear, and the Colours were being given into the keeping of the six lieutenants who stood before the King

THE CONSECRATION OF THE NEW COLOURS ON THE QUEEN'S PARADE, ALDERSHOT: The King, having completed his inspection of the Battalions, stepped on to the Colour stand. There the Chaplain-General proclaimed to the parade that "We are gathered here to consecrate these Colours, and to receive for the first time these solemn symbols of our loyalty, our service and our life: may they never be unfurled save in the cause of justice, righteousness and truth." The regiment stood to attention for the act of consecration in which the Chaplain-General laid his hands on the Colours. The brief service ended with the Airborne Forces' prayer and the Blessing

THE KING AND QUEEN RECEIVE SIX WARRANT OFFICERS OF THE PARACHUTE REGIMENT: These men had all fought with the regiment during some of the vital actions of the Second World War. Also presented to the King and Queen were members of the regimental Old Comrades' Association, some of whom are seen standing in the background. Field Marshal Lord Montgomery is seen on the left

The Parachute Regiment, all three battalions of which have been honoured by the King, was formed in 1942 to provide personnel for the parachute brigades and independent (Pathfinder) companies within the airborne divisions. All men of the Parachute Regiment are volunteers, and recruits are given special physical hardening training to fit them for the parachute course at the parachute instruction school. On successful completion of the course, which starts with jumps from captive balloons, recruits are awarded their parachute wings, worn on their right sleeve, and receive parachute pay. In the Second Great War the Parachute Regiment served in North Africa, Italy and West Europe, but their new Colours do not bear these battle honours, as none have as yet been awarded. One of the first successes of the Parachute Regiment was in the raid on Bruneval in February 1942, when an enemy radar installation was seized, and in the following November members of the unit took part in the heroic action at St. Nazaire when the destroyer *Campbeltown* rammed the lock gates and put the harbour out of action for German shipping. "The Red Devils" were in the spearhead of the Normandy landings, and, of course, one of their most gallant actions was at Arnhem.

THE FRANC FIGHTS ITS WAY BACK

To a Position of Eminence Among World Currencies

By FERDINAND TUOHY

SMALL doubt as to which is the most resilient currency: the French franc. How many times in the past three decades has it been powerfully sniffed at! "Hopeless" would be the pundits' verdict. Yet every time the franc has fought its way back.

I can remember when the franc bought four delicious cream tarts *and* two large chocolate *pralinés*. It couldn't buy a molarful of *praliné* now, yet is glancing for quite long periods at the face of the dollar, and what more can be said than that?

Yes, perhaps more can be said: Frenchmen are content to keep their own currency and are even saving in terms of it. Postal Savings Bank deposits by persons of small and medium earnings are increasing at the approximate rate of 4 billion francs a week, which I hesitatingly take to be in the region of £400,000.

Not too bad for a people who, less than two years ago, could hardly bear the thought of their own money. That was post-war nadir—when the great Communist strike threat sent the franc diving to 550 to the $ and 1,500 to the £ (both unofficial rates). A time when French people would ask one out of the blue, "Have you any napoleons or sovereigns?", and my prepared answer would run something like this:

"The last napoleon I fingered was on the green baize of 'The Little Horses' in July 1914, and the last sovereigns a month or so later, when I was sent to the expected siege of Antwerp with a hundred of them in a belt, but spent most of them behind the Marne."

But in 1948 French friends seldom waited for me to get as far as that. They would say "*Bon, bon!*" somewhere after "The Little Horses."

Those prime hoarders, the farmers, have been trying to get rid of their gold coins during the present summer. Having seen a napoleon slide in value from 6,150 to 2,990 in francs, they want to clutch hold of the francs before worse happens for them. (Latest figure, 3,460 francs, but that is irrelevant.)

Confirming the growing strength of the franc is the way in which prices are being held, wholesale prices having gone up only 1 per cent. in the last annual return. At the same time the trade deficit, which was running at nearly £500,000,000 a year, has been cut to under half. And now it is announced that in 1950 France will actually have a surplus of current revenue over current expenditure, equivalent to some £450,000,000.

One thing certain is that the taxpayer will not be able to pat himself on the back in connection with this surplus—not the direct taxpayer, at any rate.

The Frenchman's income-tax forms have been remodelled after the American fashion. The main alteration is that Frenchmen now have to pay a basic tax of 18 per cent., no matter how they earn their money. Formerly they were taxed according to the way they earned it. However, Monsieur remains the adept at tax-dodging that he has long been.

Those who benefit most continue to be businessmen and farmers who deal in cash and keep scant records. Above all, the farmers are rolling in money and usually manage to square the tax inspector with what is called a "*forfait*," or sum agreed without reference to books, when the position becomes untenable. By contrast, most Frenchmen in the cities are made to pay in full, being usually employed in industry and commerce, or by the Government. The small shop- and café-keepers, who are legion, are the exception. They evade.

True, French people cannot avoid paying most of the tax revenue for the simple reason that it is levied on the everyday things they do and buy as they do and buy them. This indirect taxation attains 68 per cent. of all tax revenue, and foreign residents, of course, have to pay it, too, which might be borne in mind by loose talkers who prate about people going to France to escape the income-tax. . . . True, the indirect taxation is paid, but, all said and done, the Budget surplus is not primarily due to a change of heart towards the tax-collector.

Rather can it be better attributed to a soaring production which in some fields has passed the all-time record year of 1929; rigorous restrictions on bank credit; reduced Government expenditure; by no means least to the scrapping of internal controls and restrictions which had a crippling effect on the will to produce.

To-day, freed of controls, producers find it worth while to augment production in order to earn more francs. As a result, and all the time, the franc hardens a little more, and the psychological value of this is not to be under-estimated. It gives buyers greater faith in the currency and encourages them not only to maintain its value, but to increase it.

All of which boils down to the fact that the French Government is more than toying with the notion of stabilizing the franc at 350 to the $ and of abolishing foreign exchange control in France. For this, however, permission of the International Monetary Fund would be necessary, and apparently the Americans do not think the franc can yet face up to the dollar with any real hope of durability. For all that, when one thinks what it was like in 1948 . . .

Let us observe the switchback ups and downs of the franc and at the same time set in its place the assertion of Sir S. Cripps, that a country cannot devalue a second time. Many, many French people have suffered grievously through the major devaluations that have occurred (chiefly of the small *rentier* and bourgeoisie class, who inherited or managed to save; those on fixed pensions, etc.). Howbeit, to look at France is to aver that you *can* devalue a second time, and a third, and a fourth, and still aspire to wink at the £.

For 111 years—from 1803 to 1914—the franc was only minutely less than the shilling in value and it could buy more than the latter. It was still buying more when I first made its acquaintance at the turn of the century (cream cakes). But let us give right of way to Napoleon. Napoleon fixed the content of the franc at 290·3225 milligrams of fine gold, and that 's what it still was when the Kaiser moved to a "bright and shining war," the oaf. For fifty years before 1914 (maybe longer), when the £ was the universally-recognised monetary unit of reference, the London exchange rate for the franc had oscillated between 25.10 and 25.25.

This rate was maintained throughout the 1914-18 war, field cashiers giving you 125 francs for a maximum of £5 drawn on any one day, although there were means of circumventing this first British control of spending in a foreign currency (of course, it was done for our good!). Just as soon as peace came, the artificiality of the wartime franc rate was apparent. The £ was almost immediately worth 30 francs or more, and by the middle of 1920 almost double as much.

I always think this time—1920—was the best value Paris ever gave to £ holders, because prices had not gone up to any serious extent and everything was plentiful. The French had small reason as yet to be annoyed that you, a foreigner, should be in clover on the strength of the value of your own currency in their country. In fact, everything was lovely, and we used to lunch almost daily at the Café de Paris for five or six shillings, all tne delicacies as wished for, and a good table wine, trimmings and tip (no tax).

The franc picked up in 1922, hardening to 54, but that was its last hardening at so strong a figure. The next three years, 1923-4-5, witnessed a steady decline of the franc. I recollect it was 81 to the £ for a long time in 1924, and imagine that it slipped to 125 or more in 1925. At any rate, the hour and the man had come, Poincaré, "Saviour of the Franc." He saved it three times, altogether, and well deserved the distinction.

A most uncomfortable summer in France was 1926, when the franc plunged to the incredible rate of 240 to the £. Though it remained that low only for an afternoon, Frenchmen were running in all directions from their currency—and hating *la livre sterling* and all who bore it; until Poincaré tied the franc back to 124 to the £, an excellent rate both for France and Britain, the principal ones then concerned, and where it remained until 1931.

In the middle of his reign, the little Lorraine lawyer had ventured to intervene where last the great Napoleon had been. In 1928 was born the "Poincaré" franc, with a gold content brought down from the napoleonic 290·3225 milligrams of fine gold to a matter of 54·95 milligrams.

The next five years, from 1931 to 1936, saw a harder franc in relation both to the £ and the $, though not by reason of French action or prosperity. The British devaluation after the Invergordon affair of September 1931 meant you could get but 74 francs for the £, while President Roosevelt's going off the gold standard in 1933 sent the $ rate down to 20.50 francs, whence it descended still further to 15.20 francs in 1936.

This improvement of the franc, making it one-third of its pre-1914 value, encouraged French Governments to try to stabilize it at 75 to the £ and 15 to the $. But the experiment failed. Domestic prices continued high as compared with world prices. France was unable to export. Labour agitation against the deflation and for higher salaries brought on another inflationary period. Events culminated with Blum's "Popular Front" Government.

Finance Minister (now President) Auriol stepped in where only Bonaparte and Poincaré had been by creating an "elastic franc" whose gold content could be anything between 43 and 49 milligrams. But the franc continued to depreciate; soon it was back to where Poincaré had stabilized it ten years earlier; and in 1937 France was obliged to go off the gold standard. In 1938 the franc was again stabilized at 176 to the £.

There it was to remain, artificially, throughout Hitler's war, even as it had been kept artificially at 25 francs to the £ during the Kaiser's war. But much worse was to follow after 1945 than had supervened for the franc after 1918. By December 1945 had come the first post-war devaluation: to 480 to the £, and with the gold content reduced to a mere 7·45 milligrams (one-fortieth of Napoleon's content).

Prices spiralled up, fear of a Communist Government banished any idea of confidence. The one thought was to get rid of francs directly they were earned. The franc suffered twice in 1948 and again consequent on Cripps's devaluation in 1949.

Yet we now see—what we see, and this despite a costly colonial war and a sharp reduction in U.S. aid.

A franc that is thinking of stabilizing itself yet again; a franc that says "*Bonjour*, everybody!"

A WET BASTILLE DAY IN PARIS—M. RENE PLEVEN, THE NEW PRIME MINISTER, M. EDOUARD HERRIOT, PRESIDENT OF THE NATIONAL ASSEMBLY, AND M. VINCENT AURIOL, PRESIDENT OF THE REPUBLIC, WATCHING THE TRADITIONAL MILITARY PARADE ON JULY 14: The day was marred by heavy rain, for which the President and his entourage were not prepared, but the parade itself was remarkable for the display of tanks and armoured vehicles which bore testimony to M. Pleven's work as Defence Minister, in reorganising and re-equipping the French forces. Following the failure of M. Queuille to form a stable Government to succeed that of M. Bidault, M. Pleven undertook the task and received the requisite majority when he first went before Parliament earlier this month

THE KOREAN WAR

AMERICAN TROOPS RETREAT FROM THE KUM, AND REINFORCEMENTS PUSH FORWARD FROM PUSAN

AN INFANTRY UNIT GOES INTO ACTION ON THE KUM RIVER LINE : Troops filing into position on the south bank of the river as the Communist threat developed along this line in front of Taejon. They held out long enough to secure the evacuation of Taejon

The pictures on this page typify the second phase of the battles in Korea. After the initial assault the Americans and South Koreans were able to stop the headlong nature of the North Korean drive southward, and began to blunt the attack to a sufficient degree, it was hoped, to pour adequate reinforcements in through Pusan. It then remained to be seen where General MacArthur would choose to draw his next line while the process of building-up continued. The most alarming aspect of this second phase was the armoured strength of the enemy, who seemed to have an inexhaustible supply of tanks.

MORTAR OPERATIONS IN THE KUM RIVER BATTLE : A 3-in. mortar being fired from a defensive position behind an embankment, while members of an infantry section start digging-in. Lying in the foreground on the right are boxes of rations, including everything required by troops in an emergency

ON THE LINE OF RETREAT FROM THE KUM RIVER BATTLE : Weary troops making their way back after the Communist attack across the river. The Americans nominally had two divisions in the battle, but the actual number of men engaged was very small

GUARDIANS OF THE BRIDGE : These two American machine-gunners were charged with protecting remnants of infantry crossing the river. As American troops retreated they destroyed all the Kum River bridges behind them

AMERICAN REINFORCEMENTS POUR IN TO THE PORT OF PUSAN AND ARE RUSHED TO THE FRONT : *Left*—A train of flat cars loaded with trucks, containing troops and equipment, leaving Pusan station en route to railhead. *Right*—Troops waiting to entrain at Pusan. While their compatriots were fighting delaying actions in the north, these reinforcements came in steadily to begin with from General MacArthur's occupation force in Japan, and as time went on, from the United States

THE KUM RIVER BATTLES

AMERICANS ON THE LINE OF "NO RETREAT" WHERE THEY WERE COMPELLED TO GIVE GROUND

THE SHALLOW, SLOW-MOVING, 200-YARD-WIDE KUM RIVER, WHERE THE AMERICANS HOPED TO MAKE THEIR VITAL STAND AFTER DAYS OF WEARISOME RETREAT: Here tanks and armoured vehicles are seen moving across the Kum at a time when American and South Korean troops were still fighting on the north bank. Once again infiltration tactics were responsible for the speedy success of the Communists, who effected a crossing of the Kum near the point where the defenders had taken most elaborate precautions. As in earlier battles, the Communists isolated the forward infantry from their artillery support, and then worked round the flanks to attack the artillery at close range. The Red Air Force co-operated in the battle with Yak fighters, and after an afternoon and evening of more or less continuous intensive fighting, the Kum river line collapsed. Correspondents noted that Communist tanks, operating from the north bank in hull-down positions, shelled the Americans effectively at ranges of 2,000 and 3,000 yards. Throughout the battle snipers were reported to be in action in the hills

FOOTSLOGGERS OF THE UNITED STATES INFANTRY BEGIN TO DIG IN: Members of an infantry section preparing a position of all-round defence in the region of the Kum River. Many of these infantrymen were utterly weary after days of marching and fighting, and some were embittered at their lack of equipment

HE MARCHED WITH HIS BOOTS OFF: This South Korean soldier, clad from head to toe in American battle equipment, found the heavy leather boots distinctly irksome, preferring to march with the offending footgear clutched firmly in his hand

AMERICA PREPARES PART OF HER VAST "MOTHBALL" FLEET FOR ACTION IN THE FAR EAST: This aerial view shows carriers, battleships, cruisers and destroyers at Bremerton, near Seattle, Washington, where they have been inactivated. Now, with the demands of the Korean war, some of the carriers are being brought out for use as transports, and with their hangars packed, will take squadrons of aircraft to the battle zone. The first carrier to be used as a transport in this way has been the 27,000-ton *Boxer*, which recently took on Mustang fighters at Alameda, California, and also large quantities of ammunition and equipment. The *Boxer's* overhaul was postponed

THE 7,800-TON CARRIER "ESPERANCE" IS WARPED INTO DRY-DOCK AT BREMERTON, PUGET SOUND: The carrier has been in "mothballs" since 1947, and it is estimated that it will take a total of thirty days to prepare her for active duty in the Far East

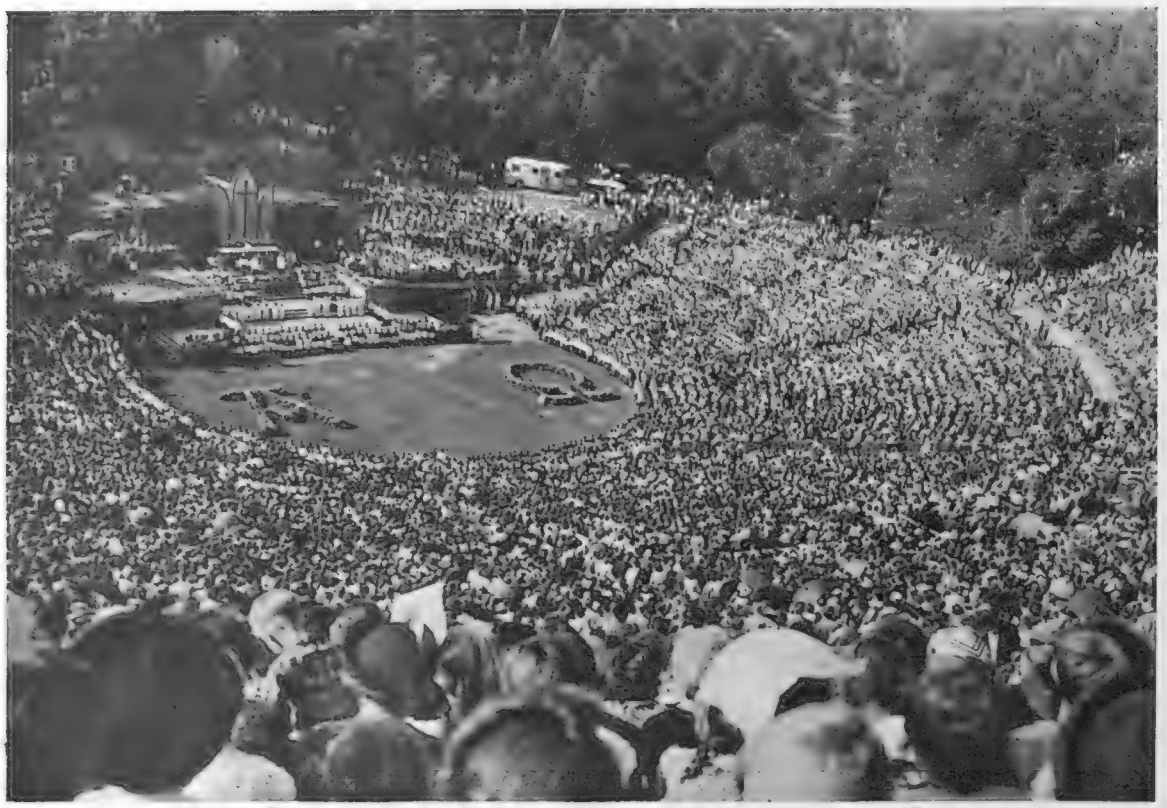
THE UNITED STATES CARRIER "BOXER" TAKES ON EQUIPMENT AT ALAMEDA NAVAL AIR STATION, CALIFORNIA: Radar trucks on the flight-deck preparatory to being stored below decks for the journey across the Pacific. *Boxer* is ferrying extra planes to the Far East in addition to her normal complement

THE AMERICAN FLEET IN BEING AGAIN

Preparing to Ferry Planes and Equipment to the Korean War

NEWS FROM THREE CONTINENTS

A SURVEY OF THE FOREIGN NEWS IN PICTURES

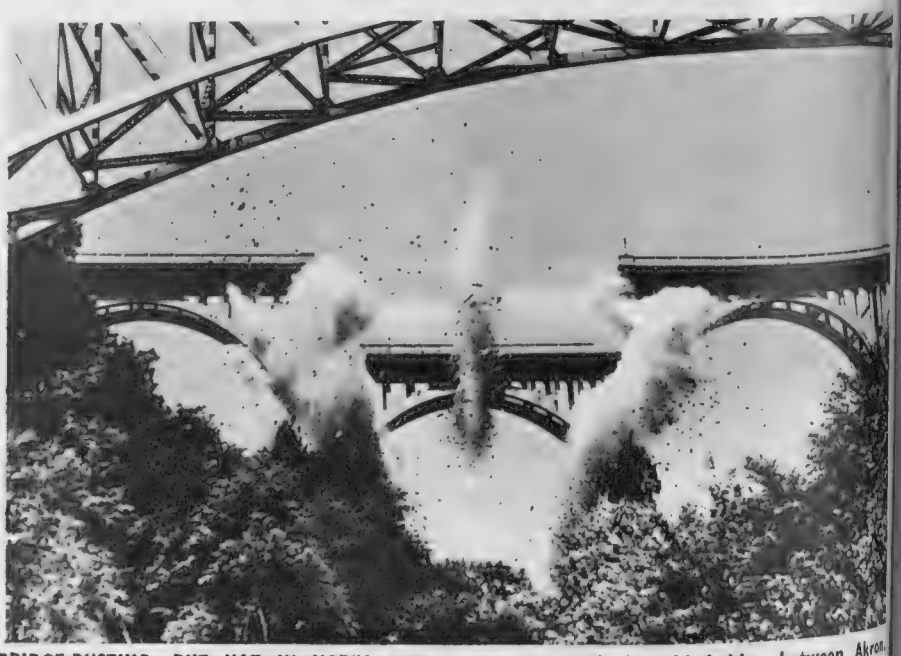


GERMAN ROMAN CATHOLICS FORGATHER IN THE WALDBUHNE STADIUM, BRITISH ZONE: The great congregation, which in part came from the Soviet Sector of Berlin and the Soviet Zone of Germany, heard Konrad Cardinal von Preysing, Archbishop of Berlin, open with a prayer begging "all worldly Powers for the speedy return of our brethren who are still held prisoners." This was a far-from-veiled directive to the Russians, the only Power still retaining German prisoners of war. Every seat in the stadium was filled

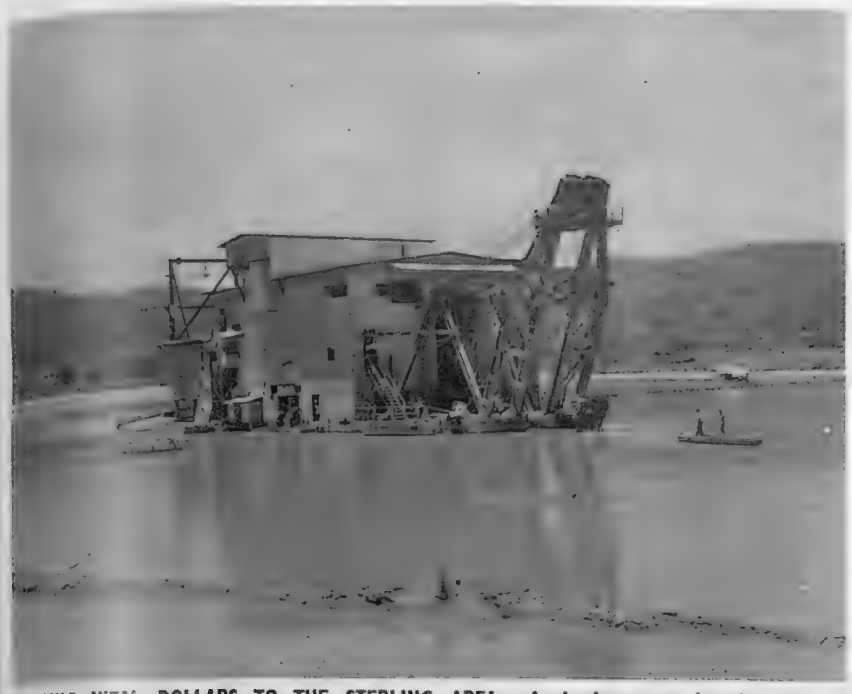
A YETERAN SEA CAPTAIN WEDS: Captain Sir Gordon Illingworth, the ex-Commodore of the Cunard-White Star Line, leaving Old South Church, Boston, Massachusetts, with his bride, Mrs. Marie Randall Caldwell. Sir Gordon served for forty years with the Cunard Company before his recent retirement. His commands included the liners *Queen Elizabeth* and *Queen Mary*. Sir Gordon is in the uniform of a captain of the Royal Naval Reserve

THE MEMORIAL AT BASTOGNE COMMEMORATING "THE BATTLE OF THE BULGE": Troops and spectators gathered round the monument during the dedication service, which was attended by the Belgian Prime Minister, members of the Belgian Cabinet, the British Ambassador, and the United States Ambassador to Belgium. Among the troops on parade was a detachment of the 1st Battalion of the Royal Fusiliers from Berlin. The memorial—a colonnade which has the form of an American five-pointed star—commemorates the 76,890 Americans who were killed, wounded or reported missing in the Ardennes fighting in the winter of 1944-45 in the so-called "Battle of the Bulge," when the forces of Von Rundstedt succeeded in advancing nearly to the Meuse. The American troops which were surrounded in Bastogne refused to surrender

AN AMERICAN FINANCIER PAYS A CALL ON GENERAL FRANCO: Mr. Floyd B. Odlum, head of the powerful Atlas Corporation, in conversation with the Caudillo in Madrid. With Mr. Odlum is his aviatrix wife, the former Jacqueline Cochran, and on the right is the Marquis de Prat, chief of the American section of the Spanish Foreign Office, who acted as interpreter. Mr. Odlum and his wife are on an extensive European tour



BRIDGE-BUSTING, BUT NOT IN KOREA: The centre span of the old bridge between Akron, Ohio, and Cuyahoga Falls is neatly cut out by dynamite charges at the start of demolition operations. The bridge is replaced by the new structure in foreground



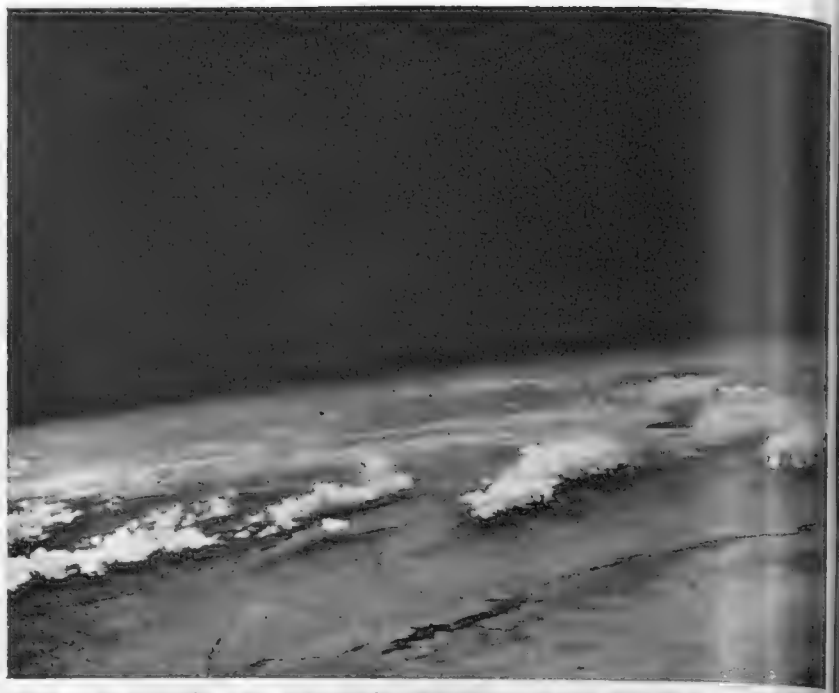
BRINGING VITAL DOLLARS TO THE STERLING AREA: A dredge operating in a man-made lake in Malaya, where tin-mining and tin-dredging is carried on in the face of bandit interference, often a highly hazardous business. Tin is the foundation on which the prosperity of Malaya has been built, and at one time between the wars it was responsible for more than a third of the world's output. The tin ore is found as tin dioxide, and, generally speaking, is of high tin content and pure. The large-capacity dredge of the type depicted here has long been a familiar sight in the states of Selangor and Perak

JAPANESE SALT PRODUCTION FROM THE SEA: This is a section of the extensive salt farm near Sakaido City, on Shikoku Island, beside the Inland Sea. From the Inland Sea fifty tons of salt per day is extracted, the sea-water rolling into the farm area along a series of ditches. To extract the sea's salt, sand in measured quantities is spread over the land, and after this has dried for two days the sand-impregnated salt is shovelled into open vats which dot the fields. The salt is then separated and carried in bamboo pipes to a processing plant. There further refinement takes place and some imported rock-salt is added

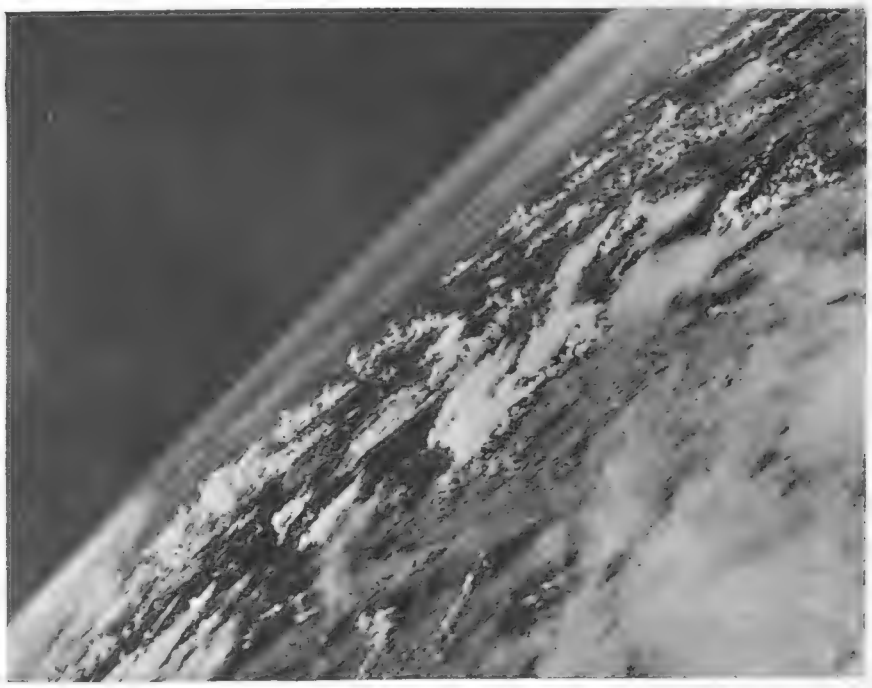
THE "AMERICANA" IN TROUBLE: The Meseck Line's excursion steamer on the rocks at Oakland Beach, near Rye, New York, after grounding in a dense fog. Little damage was done to the ship and the 200 holiday-makers on board were speedily removed to safety in launches

CROWDS LINE UP AT LONG BEACH, CALIFORNIA, FOR JOBS IN THE VAST PLANT OF THE DOUGLAS AIRCRAFT COMPANY: This line of applicants extended several blocks after the news became known that the company had received an 8,000,000-dollar contract for reconditioning "mothballed" B 26 attack bombers. The Douglas Company will take on between 1,200 and 1,500 workers in the next few months. Its present labour force is 7,000. Meanwhile, up and down the Pacific and Atlantic seaboards shipbuilding concerns are likewise expanding their operations

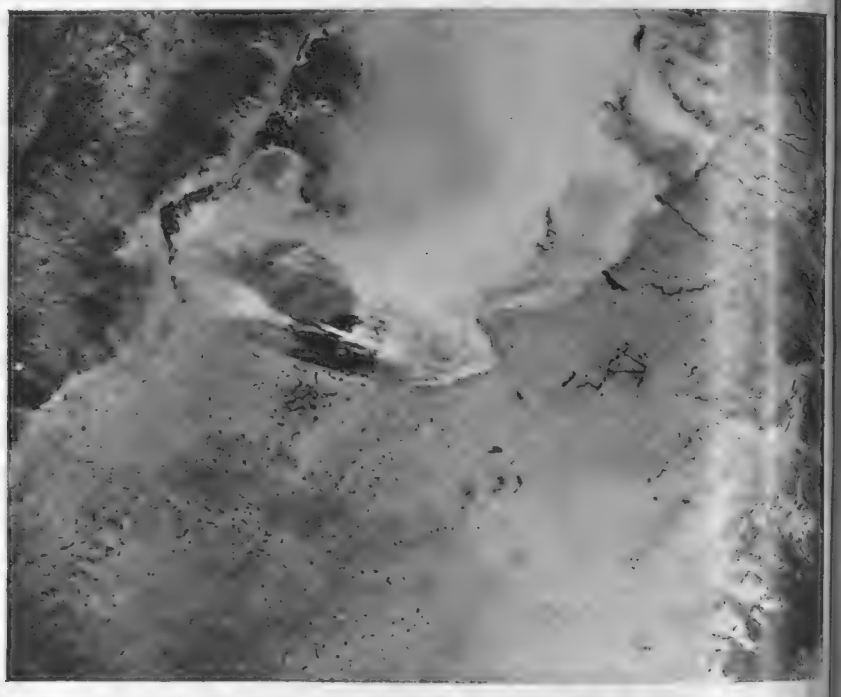
RESCUING THE WHITE HOUSE FROM ITS PARLOUS CONDITION: *Left*—**The interior of the Executive mansion as it appears to-day, a maze of steelwork supporting the outer walls.** *Right*—**A travelling crane and a lift for the conveyance of materials outside the building.** Last year, when President Truman moved to neighbouring Blair House, a detailed examination of the building revealed its extremely precarious state. The whole interior has had to be removed, leaving only the outside walls, and a new interior is now being built. At the time of writing, the work is a month ahead of schedule, and it is probable that Mr. Truman will return to the rebuilt White House in the autumn of 1951. Mr. Lorenzo Winslow, the architect to the White House, declared in his report last year that the interior walls of the building were carrying a vast load, although they had no foundations and rested on soft clay. The repairs will cost in all about 7,000,000 dollars, about twice as much as a new building, but the cost is not being counted in the case of one of America's most important national monuments. The new foundations of reinforced concrete go 20 ft. deep. The foundation-stone of the White House was laid by George Washington, the first President



TAKEN AS A CAMERA-EQUIPPED ROCKET, THE U.S. NAVY'S "AEROBEE" SOARED TOWARDS THE STRATOSPHERE AND IONOSPHERE: *Left*—This picture was made when the rocket was a mere two miles above the earth in the region of the White Sands Proving Grounds at Las Cruces, New Mexico. The camera continued to take a sequence of pictures up to a height of 70 miles and also during the descent. *Right*—This strip of terrain in New Mexico was recorded when the rocket reached 18 miles. The cameras in the *Aerobee* took more than 200 photographs each, the shutters operating at intervals of 1½ seconds



PLAINLY SHOWING THE CURVATURE OF THE EARTH: When the *Aerobee* rocket reached 57 miles this was the scene that stretched out before the camera. Here the cloud formations appear as white, fluffy spots. In some cases their giant shadows can be seen. Beyond the horizon looms the blackness of pure space



LOOKING DOWN ON WHITE SANDS, NEW MEXICO, FROM A HEIGHT OF 60 MILES: The U.S. Army airfield at Alamogordo can be seen right centre; and on the right is the town of Alamogordo, New Mexico. The thin black line emerging east and west of the town is the main railway-line of the Southern Pacific

ROCKET-BORNE CAMERAS SOAR SKYWARD

PHOTOGRAPHING THE EARTH FROM VAST ALTITUDES

Huge land areas of the western part of the United States and the northern part of Mexico have been photographed at altitudes up to 70 miles by automatic cameras placed in two rockets, which were launched recently within 76 minutes of each other at the White Sands Proving Grounds, Las Cruces, New Mexico.

One camera-equipped rocket, the U.S. Navy *Aerobee*, reached an altitude of approximately 70 miles; while the other, a German V-2, soared to slightly more than 60 miles. Each camera recorded more than 200 photographs, which were taken at 1½-second intervals from the launching, through the peak of the trajectory and during part of the descent.

Despite the rocket's speed of approximately 2,700 miles an hour, the photographs are clear. In the pictures taken at the peak of the trajectories, it is possible to identify the curvature of the earth, as well as mountains, rivers, highways, railway-lines, airfields, towns and cities. Beyond lies the blackness of pure space.

With the landmarks serving as a guide, two mosaics have been pieced together to give a "rocket-eye" view of what is believed to be the largest section of the earth to be photographed within a short period of time. These mosaics are reproduced at the foot of the next page.

The cameras were installed in the rockets by technicians of the Applied Physics Laboratory of the Johns Hopkins University, Silver Spring, Maryland, as part of its continuing research programme.

The scientific objective was threefold: to obtain missile orientation required for interpretation of cosmic-ray data for which the V-2 warhead was instrumented; to obtain meteorological information; and to investigate the use of rockets in aerial photographic reconnaissance for peace and wartime application.

After each of the rockets had passed the peak of its trajectory, the cameras continued to take photographs at 1½-second intervals until the 100 ft. of film in each magazine had been exhausted.

The *Aerobee* carried two cameras mounted in the nose, while the V-2 had only one. One of the *Aerobee* cameras was equipped with black-and-white film, and the other with colour film. The V-2 camera carried black-and-white film.

ROCKET-BORNE CAMERAS: Mr. Clyde T. Holliday, of the Applied Physics Laboratory, Johns Hopkins University, inspecting two cameras used in making the film records on these pages. The camera on the left was used in a German V-2, and that on the right in a U.S. *Aerobee*

When the *Aerobee* had descended to about 30 miles above the earth, an explosive charge, fired by radio, blew off the tail section to destroy the aerodynamic stability furnished by the tail to prevent the main body and the nose from breaking up into many pieces, which it would be expected to do when it came into contact with the atmosphere.

Even then, teams from the White Sands Proving Grounds had to search the desert for nineteen days before the nose and portion of the after-body were found.

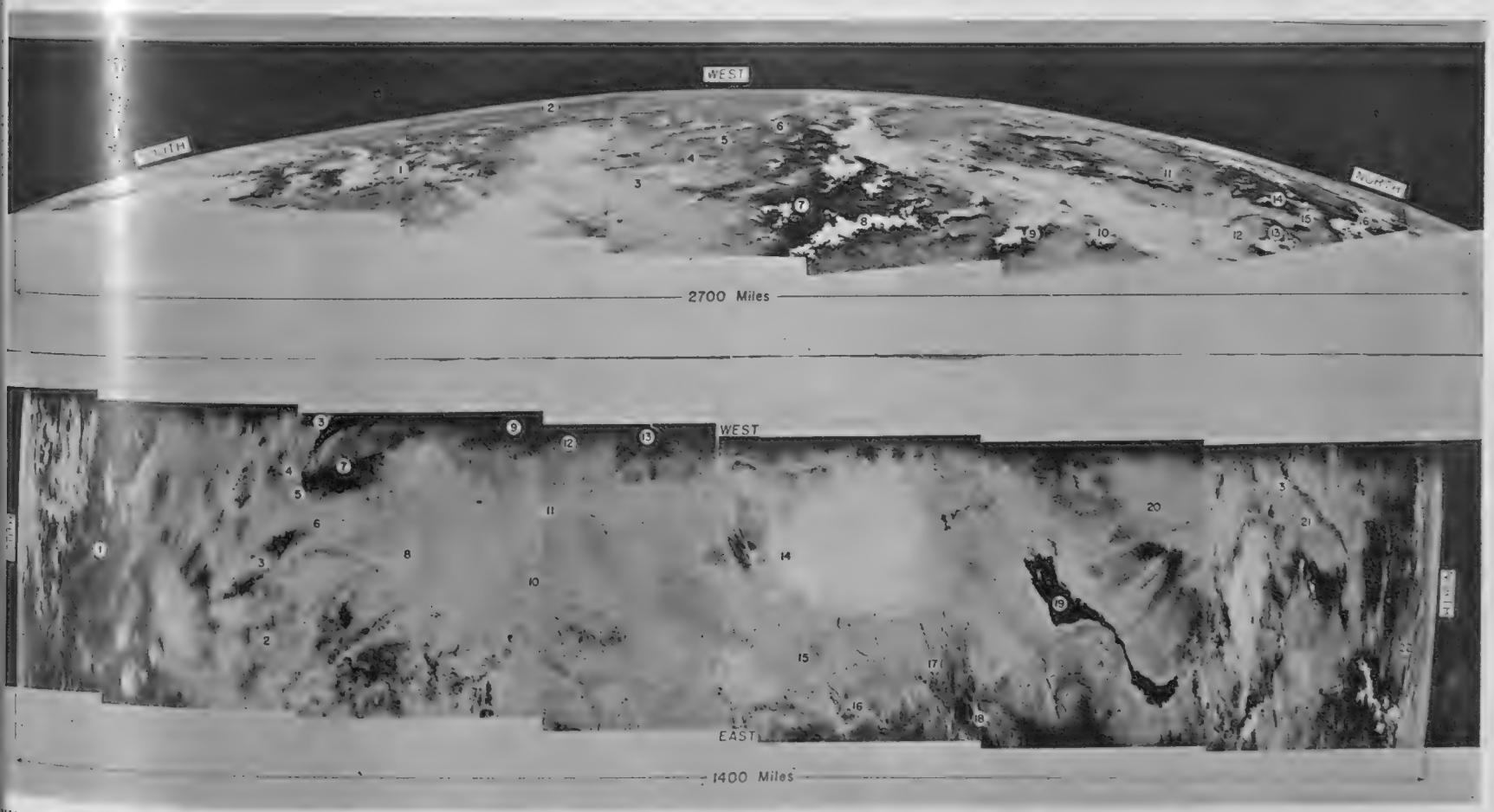
Although it was feared that long exposure to the sun and desert heat, where the temperature frequently rose to above 100 deg., would ruin the film, examination showed that the 4 by 5 (inch) black-and-white film had escaped unscathed. The colour film, however, suffered a loss in colour balance. The cameras were salvageable, although naturally somewhat battered by the impact.

The nose section of the V-2 was blown off when the rocket was 24 miles above the earth. The camera fell free, and was found, virtually undamaged, in the desert three-and-a-half days later with the film in excellent condition. It landed on its base on the sand. The base was dented, but the lens and shutter were in operating condition and will be used in further experiments. The nose section, with the instruments for the measurement of cosmic rays, has not been recovered, although parts of the after-body have been found scattered over the desert at widely-separated points. However, the data sought was transmitted to recording stations on the earth by a telemetering system while the rocket was in flight.

The three cameras, two in the *Aerobee* and one in the V-2, were converted K-25 aircraft cameras with Ilex parago-anastigmat f: 4.5, 163 lenses. The original cameras were modified in three ways: the film capacity was increased to 100 ft., the camera speeds were decreased to a picture every 1½ seconds, and steel magazines were installed to receive the exposed film and protect it at impact with the earth. Except for the lens cone, the cameras were encased in a duraluminium box, and this was undoubtedly a vital factor in their survival.

Shutter speeds of 1/500th of a second, with an aperture opening of f: 8, were employed.

HIGH ABOVE THE RIO GRANDE: The broad dark streak on the left of this picture, made at an altitude of 55 miles during the rocket's descent, is the Rio Grande River and the irrigated areas which lie on each side of it. It contrasts markedly with the desert lands stretching away to the right and along which the railway-line is seen as a narrow black thread. This view probably shows the territory between New Mexico and the Mexican-Texan border at El Paso



VAST AREAS OF THE AMERICAN CONTINENT BROUGHT WITHIN THE CAMERA'S RANGE IN TWO COMPOSITE PHOTOGRAPHS: The upper photograph was shot from a V-2 rocket which reached an altitude of approximately 60 miles, and the lower sequence was made from an *Aerobee* rocket which went up to about 70 miles above the earth. In these photographs, made up of carefully-measured separate photographs, numbers have been superimposed to locate towns and various geographical points of interest. The distance in the upper composite is measured along about 210 degrees of the minor circle (not a great circle) along the horizon and not along the bottom of the composite. Identification in the upper composite is as follows: (1) Mexico; (2) Gulf of California; (3) Lordsburg, New Mexico; (4) Peloncillo Mountains; (5) Gila River; (6) San Carlos Reservoir; (7) Mogollon Mountains; (8) Black Range; (9) San Mateo Mountains; (10) Magdalena Mountains; (11) Mount Taylor; (12) Albuquerque, New Mexico; (13) Sadia Mountains; (14) Valle Grande Mountains; (15) Rio Grande River; and (16) Sangro de Cristo Range. The lower composite made from the *Aerobee* rocket, fired 76 minutes after the launching of the V-2, has locations identified as follows: (1) Mexico; (2) Texas; (3) Rio Grande River (note that this is indicated in three places); (4) Cuidad Juarez, Mexico; (5) El Paso, Texas; (6) Biggs Field, U.S. Army Air Base; (7) Franklin Mountains; (8) Southern Pacific Railway, with highway alongside; (9) Organ Mountains; (10) Tularosa Basin; (11) V-2 and *Aerobee* launching sites; (12) Base Headquarters, White Sands; (13) San Andres Mountains; (14) White Sands National Monument area; (15) Alamogordo, Air Field; (16) Alamogordo; (17) Tularosa, New Mexico; (18) Sacramento Mountains; (19) ancient lava beds; (20) test site for the first atomic bomb; (21) Albuquerque; and (22) areas of Wyoming

THE AUSTRALIA CLUB'S DINNER

VITAL SPEECHES ON THE KOREAN CONFLICT AT THE SAVOY GATHERING HONOURING MR. MENZIES

Mr. Menzies, Prime Minister of Australia, wise in statesmanship, deep in voice, and commanding of stature, came to London a fortnight ago to begin talks with Mr. Attlee and his Ministers on the whole field of defence and on economic policy in the Far East. The Australia Club's dinner held at the Savoy gave Mr. Menzies an opportunity to reach a wider audience, and on this occasion, with Mr. Attlee and Mr. Churchill among his hearers, he spoke resoundingly, urging that the nations of the free world should avoid pretence and face the facts of the international situation. "The simple truth is," said Mr. Menzies, "that but for one aggressive group this world would step into the golden age to-morrow. Do we really suppose that by common judgment, by mutual resolution, we can arrest this menace? Of course, it is true that, so long as man remains man, with a touch of the divine in him, he will hope that wisdom will prevail, that understanding will grow, and that the accumulated force of world opinion will have its effect; but while all that goes on it is still, I believe, true that we must stand to in this world if we are to save the things we all believe in."

WAS KOREA THE SUBJECT? The earnestness of Mr. Churchill and Mr. Attlee in this unconventional picture taken at the Australia Club's dinner indicates that they were talking about the Far East

PORTHOS, ATHOS AND ARAMIS! Mr. Churchill, Mr. Menzies and Mr. Attlee, three musketeers in the political field, seen together at the Australia Club's dinner held at the Savoy Hotel in honour of the visiting Australian Prime Minister. Mr. Menzies, in a speech received throughout with immense enthusiasm, urged that our foreign policy be in complete harmony with our defence policy. Mr. Attlee, who responded to the toast of the guests, declared that the sentiments which inspire us throughout the Commonwealth give us a positive answer to Communist conceptions. Mr. Churchill declared: "The path of courage, simplicity and directness is that of safety"

THE AUSTRALIAN PRIME MINISTER GREETS THE GUESTS AT THE AUSTRALIA CLUB'S DINNER: Mr. Menzies is seen (*left*) with Dr. Fisher, Archbishop of Canterbury, and (*right*) with Mr. Strachey. Lord Gowrie, V.C., former Governor-General of Australia, who is seen with Mr. Menzies in both pictures, presided at the dinner

THE RUNNYMEDE MEMORIAL TO AIRMEN

ON A SITE WHICH WILL BE MADE DOUBLY HISTORIC IN THE ANNALS OF FREEDOM

On Cooper's Hill eternal wreaths shall grow,
While lasts the mountain, or while Thames shall flow.

Alexander Pope wrote those lines in his poem "Windsor Forest," and now with strange exactness the poet's prophecy will be fulfilled when the memorial to missing airmen of the Commonwealth is erected on a spur of Cooper's Hill. The memorial, which will make Runnymede doubly historic in the annals of freedom, will be built in Portland stone and roofed with Collyweston stone slates. The design consists of a shrine, with a cloister embracing it—the shrine as a place for contemplation and the cloister to record the names of 20,000 airmen. Banded together as they were in small units, they will be fittingly commemorated in an architectural form that is itself made up of small units.

There will be fifty-two chapels in the cloister, each with two windows in the form of open stone books. The windows will be long and narrow, deeply set in a stone wall, and casting a side light on widely-splayed stone pages bearing the names. On the coffered ceiling of each chapel will be emblazoned the badges of the squadrons.

The entrance will be a triple-arched portico. On one side will be a rest-room holding the register of names and on the other a lodge. Three more stone arches will give on to a cloistered garth with a fountain and opposite is the shrine itself.

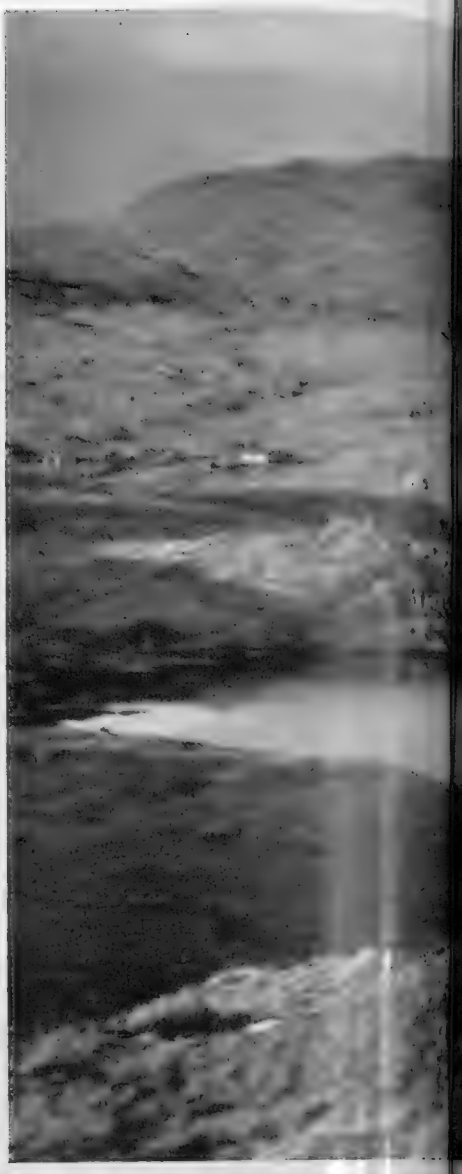
THE CENTRAL ARCHITECTURAL FEATURE OF THE SHRINE ON COOPER'S HILL: The square tower will be crowned with the golden eagle of the Royal Air Force. The curved staircases will lead to a path through the woods

THE VIEW FROM THE MEMORIAL SITE ON COOPER'S HILL LOOKING ACROSS THE THAMES TO RUNNYMEDE: This is the impressive scene which will confront the beholder from the steps of the memorial to be built to missing airmen of the Commonwealth forces lost during operations from the United Kingdom and North-West Europe. The site was given last year for this purpose by Sir Eugen and Lady Effie Millington-Drake

THE CLOISTERED SHRINE WITH ITS FIFTY-TWO CHAPELS: Two architectural impressions of the memorial designed by Mr. Edward Maufe, R.A. On the coffered ceiling of each chapel in the cloister will be emblazoned the names and the badges of the squadrons. The entrance on Cooper's Hill will be a triple-arched portico. In the centre of the cloistered garth will be a low fountain. The memorial will be built of Portland stone, with roofs of Collyweston stone slates

THE MAIL-BOAT LEAVES THRICE WEEKLY FOR THE LITTLE-KNOWN ISLE OF ERISKAY: The mails being loaded at Ludaig, on the island of South Uist. Eriskay, the goal of the journey, is seen in the far distance, where its 600-ft. peak, Ben Scrien, rises above the sea. Eriskay lies between Barra and South Uist. It is separated from the former by the Sound of Barra and from the latter by the shallower and narrower, but often storm-ridden, Sound of Eriskay

ACROSS THE SOUND OF ERISKAY: Looking towards Eriskay from the island of South Uist. It is across this narrow strip that the mails are taken, but often enough in winter they are delayed by storms. The island sees few strangers. Mainly those with local connections set foot upon it, and a stranger's arrival still creates something of a stir



ERISKAY

ISLAND WITHOUT ROADS

A Seldom-visited Part of the Outer Hebrides Group

THATCHING OPERATIONS AT WILLIAM JOHNSTONE'S: His croft lies on a piece of flat ground immediately above the Prince's Strand on Eriskay. The thatching is usually done with bent or marram grass scythed on the nearby sand-dunes

THE INN AT POLLACHAR: Situated on the rocks above the shore of the Sound of Eriskay, the inn is well known to travellers, for in wintertime they are frequently stormbound there, awaiting the day when the mail-boat can cross

OF all the isles comprising the Hebrides, could the late Marjory Kennedy-Fraser have chosen for her purpose one more abundantly endowed with folksong and folklore than Eriskay? Here, in this Gaelic and Catholic setting, she was to discover Mary MacInnes, from whose traditional singing she noted what, to-day, must surely be one of the most widely-known songs in the world, "The Eriskay Love Lilt." Here, moreover, she found "An Eriskay Lullaby," and received from another member of the MacInnes clan "The Christ-Child Lullaby," with words for which Father Allan MacDonald, the island's beloved priest, supplied her. When first she embarked for the Outer Hebrides, she little realised that she was sailing into a world which was to hold her in its magic grip for the rest of her life. Within twenty-four hours, as she herself used to say, she had sailed from the twentieth century back into the seventeenth. Of all her varied experiences on land and sea, none ever thrilled her as did her arrival in Eriskay, and the unrecorded folk-songs and traditions she was to find there. The results of her quest in the Western Isles of Scotland we see in those unique and monumental volumes, *The Songs of the Hebrides*, published in collaboration with the elusive Celt, the Rev. Dr. Kenneth MacLeod, D.D., until recently parish minister of Gigha, one of the lesser islands of Argyllshire.

In Eriskay the collaborators came upon all the best of that which pertains to the True Edge of the Great World. They assuredly had found the Isle where, according to ancient custom, "the first tale is from the host, and tales from the guests until daybreak." With the Love Lilt they made this Hebridean Isle world-famous almost overnight.

Eriskay measures three miles from north to south, and has a maximum width of roughly a mile and a half. The island's mails arrive thrice weekly, by way of South Uist, whence they are transported the follow- day by road to the jetty at Haun, the island's north- landing-place, just over a mile away. On mail-days is possible to reach or leave Eriskay by the small b- conveying the mails.

Eriskay retains much of its pristine remoteness. is by-passed by the mail-steamer sailing regul- between Barra and South Uist, and by the planes British European Airways on their flights betwe- Renfrew and various landing-grounds in the Out- Hebrides. Thus it is that the island sees few strange-

Before the days of the telegraph, telephone motor-boat, Eriskay's isolation was complete. natives still speak of the days when, in time of distr- through accident or illness, Father Allan MacDona- used to kindle on the hillside a fire with dry heath- in order to attract the attention of their South U- neighbours. A year or two ago, when the islan-

THE PORT MOR, OR GREAT HARBOUR, ISLE OF ERISKAY, WITH BEN SCRIEN RISING IN THE DISTANCE: The first thing that the visitor may notice about Eriskay is the complete absence of anything that moves on wheels. As the island has no roads it has no vehicles, but it is intersected by innumerable bridle-tracks and footpaths. Along these the crofter inhabitants transport themselves and their goods, either on panniered ponies or afoot. Much of the internal transport is done by the women

THE PRINCE'S STRAND, ISLE OF ERISKAY: Here on July 23, 1745, Prince Charles Edward first set foot in the kingdom of his ancestors. By the shore grows a species of convolvulus, locally known as the Prince's Flower, for tradition says that it sprang from some seeds which Bonnie Prince Charlie brought with him from France

telephone broke down, Father MacCarmaig resorted with immediate and gratifying results to this ancient method of summoning assistance. Of the many anecdotes on the island's former isolation, that which one hears oftenest is that Queen Victoria was dead eleven days before Father Allan received the news.

Perhaps the first thing one notices in Eriskay is the complete absence of anything that moves on wheels. As the island has no roads, it has no vehicles. A few years ago, when Messrs. Wimpey, the contractors, landed a motor-lorry on the island, while engaged in building the canteen now attached to the school, several of the natives fled indoors and remained there, only showing face again toward evening, when assured by the schoolmaster that this metallic monster was asleep!

One may travel on foot all over the island, selecting this bridle-path or that, or stepping confidently over those sheets of outcropping rock upon which no man as yet has left the mark of his passing, although feet have been treading them ever since mankind and beastkind came to dwell among the Isles. Yet Eriskay has byways which some of its inhabitants won't travel after dark—byways on which, they declare, ordinary mortals are known to have been molested by the Little Folk!

This Isle of the Love Lilt has its place in history.

Just over two centuries ago, there came a Prince to Scotland, in a hazardous attempt to recover the throne lost to him by the imprudence of his ancestors. After much vicissitude, the French frigate, *La Doutelle*, sighted the coast of the Outer Hebrides. "When they were near the shore of the Long Isle," runs the ship's log; "Duncan Cameron was set out in the long-boat to fetch them a proper pilot. When he landed, he accidentally met with Barra's piper, who was his old acquaintance, and brought him on board. The piper piloted them safely into Erisca."

From this selfsame long-boat Prince Charles Edward and his companions set foot on Eriskay, at a spot still known as the *Coilleag a' Phrionnsa*, the Prince's Strand. By its Gaelic name, it is shown on most of our maps.

Near the spot where they disembarked stood a low, mean hut belonging to some fishermen. For this they made. They found in it not a morsel of food; and they were indeed hungry. But before long "they catched some flounders which they roasted upon the bare coals."

With the rest of this dramatic story we are familiar. The raising of the Jacobite Standard at Glenfinnan, a few weeks later and, in the following spring, the misfortune that sealed the Stuarts' fate—Culloden.

To those traditions of Bonnie Prince Charlie, the people of Eriskay cling with tenacity. They have been handed down amongst them, orally, since the day of his landing there. The spot where stood the fishermen's hut they point out with confidence, and even the spot on the strand where the Prince stepped ashore.

Alasdair Alpin MacGregor.

A TREASURE HOUSE OF THE STUART AGE: Goodwood House, near the racecourse of the same name, has been opened to the public by the Duke of Richmond and Gordon (except during race weeks). Only the ballroom, with its scarlet and gold decorations, cannot be seen, as it has been converted into estate offices

GREAT HOUSES LINKED WITH RACING HISTORY

Goodwood House, Now Opened to the Public: Danger Threatens Carshalton Oaks

Goodwood House, in its beautiful wooded setting in West Sussex, dates back to the early years of the eighteenth century and was originally built on the site of a small hunting lodge by the first Duke of Richmond. The present building—an outstanding example of Sussex flint work—and the sweeping parkland that surrounds it, was created by the third Duke. The third Duke, who succeeded to the title in 1750, had an outstanding career, during the course of which he was appointed Ambassador to the Court of Louis XV. During his stay in France he amassed a fine collection of Sèvres china and French furniture. The third Duke not only improved the interior of Goodwood House with fine tapestries, carpets and furnishings, he did much to improve the estate as a whole. In 1760 he planted nearly 1,000 cedars of Lebanon. Many of these lovely cedars, together with cork and tulip trees that were planted later, still stand to-day. Again it was the third Duke who founded the racecourse and put Goodwood on the social map for Court and commoner alike. The lovely rooms are not only an example of the elegant furnishing of the eighteenth century; they are an intimate little museum of the ill-fated Stuarts

A FAMOUS ESTATE IN DANGER—CARSHALTON OAKS, WHICH IN THE TIME OF THE ELEVENTH EARL OF DERBY WAS THE SCENE OF A SPORTING GATHERING AT WHICH IT WAS DECIDED TO FOUND THE RACES FOR THE DERBY AND THE OAKS: Carshalton Oaks is found to be in such a serious state of disrepair that the present owners, the Carshalton Council, have appealed to the County Council and others for financial assistance to pay the several thousands of pounds required to prevent even further decay. The 100 acres of parkland which local people have used for more than twenty years, and the old eighteenth-century house, in castellated Tudor style, were taken over by the Army and R.A.F. during the war, and since then the house has remained empty. Before the war the Council had a tea-room in part of the ground floor. Adam fireplaces and other original decorations remain, in spite of the fact that early in the century the house was used by the Board of Guardians as a home. Carshalton Council paid £42,000 for the estate eighteen years ago, and it is valued highly as a local amenity

A WRECKED BUILDING IN THE VICINITY OF BEDENHAM PIER : This overhead view emphasizes the force of the explosion, which shattered property for many miles around

THE PARTIALLY-WRECKED PIER AT BEDENHAM AFTER AMMUNITION BARGES HAD BLOWN UP IN PORTSMOUTH HARBOUR : When ammunition was being loaded into lighters at the pier, fire started in one of the lighters which was partially filled with explosive. Flames soon spread to the pier itself. Forty-five minutes after the outbreak there was a tremendous explosion. No one was killed but several men working in the vicinity of the pier were injured. In neighbouring towns houses were unroofed, and windows smashed. At first the naval authorities ruled out all question of sabotage, but a subsequent statement from the Commander-in-Chief, Portsmouth, indicated that the possibility of sabotage could not be entirely ruled out

THE BARGE EXPLOSION AT BEDENHAM

THE "FRANCONIA" ON THE ROCKS

THE CUNARD LINER "FRANCONIA" GOES AGROUND IN THE ST. LAWRENCE : A tug attempting to haul the 20,000-ton liner off the rocks at the western extremity of the island of Orleans. When she touched the reef the *Franconia* had just left Quebec Harbour and had passed an incoming steamer. All that the 780 passengers felt was a severe jolt. There was no panic, and in due course all were removed to hotels in Quebec, where arrangements were made for them to fly to England or to take passage via New York or by later boats from Quebec. The *Franconia* was eventually refloated by five tugs and a Canadian ice-breaker. She was moved to the Davie shipyard at Lauzon for examination

ROYAL YORK CRESCENT, BRISTOL, IS TO BE RESTORED TO ITS PRISTINE GLORY: A Royal York Crescent Committee has been formed to watch over the interests of this famous part of Regency Clifton. It is thought to be the largest crescent in England, and the pedestrian causeway, reached by steps from the road, is a most interesting, though not unique, feature. In Regency days attendants in colourful uniforms were on hand to stop members of the "lower orders" from using the promenade. Owing to the Napoleonic Wars the Crescent was not completed until 1818. The Crescent is associated with many great names. Field-Marshal Earl Roberts and his father lived there, as also did the future Empress Eugenie, consort of Napoleon III

VICTIMS OF TIME AND THE BLITZ

Restoring Royal York Crescent, Bristol, Hastings Castle, and London's Temple; The Discovery of a Roman Fort in London

THE PRESERVATION OF HASTINGS CASTLE, WHICH WAS BUILT BY WILLIAM THE CONQUEROR TO CONSOLIDATE HIS TRIUMPH ON ENGLISH SOIL: Work is seen in progress on the crumbling walls of the Castle, which has recently been bought by Hastings Corporation, after being for four centuries in the possession of the Earls of Chichester. The scanty ruins of the Castle are in themselves of only modest interest, but they command a wonderful view of the sea, extending on the west to Beachy Head. To stop further deterioration the tops of the walls are being weathered by the use of Blue Lias lime and special cement which is as near to the original mortar as can be obtained. The roof of Thomas à Becket's study (used by him when he was a Warrior Clerk) is among the parts of the castle due to be renovated

A STEAM WASH FOR THE MANSION HOUSE: The Lord Mayor of London's official residence is now shrouded in scaffolding, while the task of cleaning the exterior with steam is undertaken. Only lately work on the interior has been completed, and the Egyptian Hall is now seen to great advantage

A ROMAN FORT IS BROUGHT TO LIGHT IN THE HEART OF THE CITY OF LONDON: Clearing operations on the site of the fort which has been discovered near Wood Street, Cripplegate, by Mr. W. F. Grimes and his associates engaged in the excavation of blitzed areas to the north of St. Paul's Cathedral. The discovery of the fort, which covers about 11 acres and forms a rectangle about 250 yards by 230 yards, must inevitably lead to the re-writing of part of the history of Roman London. The fort's date cannot yet be finally fixed and awaits the detailed study of the finds associated with different parts of the defences. The decade A.D. 70-80 seems the most likely date for the fort. The fort was not part of the original scheme of conquest but belongs rather to the time when the conquest of the west and south was approaching completion. Many puzzles of the topography of Roman London appear to be solved by the discovery of this fort. The sequence of events gains clarity. Wood Street can be recognised as the successor of a Roman street leading to Cripplegate; Silver Street and Addle Street are at least possible successors of an east-west street—the *Via Principia* of the fort. Some questions are answered, others posed. It is plain that this first fort or citadel of London must be the object of excavation and research. The work is being carried on by Mr. Grimes and his helpers under the auspices of the London Roman and Mediæval Excavation Council

THE WORK OF RECONSTRUCTION CONTINUES IN THE LEAFY PRECINCTS OF THE TEMPLE, OFF FLEET STREET: Bomb debris in course of being cleared in an area which, by a special clause in the Town and Country Planning Act of 1947, is exempt from the control of local authorities. The proposed new plan for the badly-blitzed Temple was approved two or three years ago, and since then the work of reconstruction and clearance has gone ahead steadily. Mr. J. Hubert Worthington has produced a plan for the reconstruction of the Inner Temple Hall and Library. This will be built on the old foundations and will also preserve the fifteenth-century buttery

THE 1951 EXHIBITION BAILEY BRIDGE

AND OTHER PICTURES OF HOME NEWS

COMPLETION OF THE MAIN PEDESTRIAN APPROACH TO THE 1951 EXHIBITION FROM THE NORTH BANK OF THE RIVER: The final span of the Bailey bridge slides into position to complete the work begun a month previously by the Royal Engineers. The new bridge is situated approximately 30 yards upstream from Hungerford railway bridge. The Exhibition turnstiles for this entrance will be at the North Bank end of the bridge. Work was begun on June 19 and on the following day the first span fell into the river. The task was completed almost exactly a month later. In the background is the new concert hall

THE ANNUAL ROMAN CATHOLIC PROCESSION IN CLERKENWELL: White-cloaked Children of Mary carrying banners and figures in the mile-long procession as it passes down Hatton Garden: The annual ceremony features mainly the life and works of Saint Vincent Pallotti, founder of the Order which built the Italian church in Hatton Garden nearly seventy years ago. This year's procession was the most elaborate yet held

THE MISSIONARY COUNCIL'S ANNUAL RECEPTION AT LAMBETH PALACE: The Archbishop of Canterbury, Dr. Fisher, talks with a Sister and two novices of the Community of the Sacred Passion, Zanzibar, during the reception. Overseas bishops of the Anglican Communion at the reception included the Bishop of Gambia, the Bishops of Madagascar and Lucknow, and the Bishop in Jerusalem. The Rev. Michael Scott was also present

REMEMBERING MRS. PANKHURST'S BIRTHDAY: Janet Barrowman, Geraldine Lennox and Barbara Wylie were among the Suffragettes who gathered before the statue of Mrs. Pankhurst, in Victoria Tower Gardens, Westminster, on the anniversary of the birthday of their leader. All three served terms of imprisonment for their activities, and Geraldine Lennox was a sub-editor of the magazine of the Suffragette movement

THE "SWAN-UPPERS" LEAVING PUTNEY ON THEIR ANNUAL TASK OF CLAIMING THE SWANS ON THE THAMES, ARE WATCHED BY A CRITICAL AUDIENCE OF SWANS: The men who mark new swans on the Thames to show that they belong to the King and the Dyers' and Vintners' Companies, wore their traditional costume of braided uniforms with striped jerseys. The bills of cygnets, or "Clear Bills," are cut with distinguishing marks. Representatives of the Crown included Mr. F. Turk, the King's Swan Master. *Below*—Another view of the "Swan-Uppers" as they set off. The flag with the swan design is that of the Vintners' Company

OPERATIC GOLFERS IN A BACK-STAGE CEREMONY: Dr. H. C. Budd, of Cambridge, fills with champagne the cup which he has presented to the winner of the D'Oyly Carte Circle Annual Golf Competition. The winner, Peter Platt, is seen holding the cup. On the left is Martyn Greene, who was beaten in the final at Hendon Golf Club. Mr. Greene had held the cup for the previous two years. The ceremony took place at Sadler's Wells Theatre after a performance of *The Mikado*

THE MASQUE OF CHARTERHOUSE: A performance of the masque was given at the school after an interval of fifteen years. Soon after this photograph was taken, heavy rain fell and the final scene, with its music by R. Vaughan Williams, an old Carthusian, was enacted in the chapel. The school orchestra was conducted by Mr. J. W. Wilson, Director of Music at Charterhouse

THE NEW FAIREY 17 ANTI-SUBMARINE AIRCRAFT MAKING A DECK LANDING ON H.M.S. "ILLUSTRIOUS": The Fairey 17, powered by an Armstrong-Siddeley Double Mamba (twin turbines driving co-axial propellers), is the first prop-jet aircraft to touch-down on the deck of a carrier. In this head-on view the excellent forward and sideways visibility for the pilot is apparent. This is of the utmost value when the plane is on anti-submarine patrol. In the fuselage is a "dustbin"-type radar scanner. The Fairey 17 is seen landing with both contra-props running. In flight it is possible to cut out one of the twin turbines and fly on one-half of the power unit

OVER the SEA AND OVER the PEAKS

Anti-Submarine Aircraft and a Trans-Andean Passenger Flight

ANOTHER NEW ANTI-SUBMARINE AIRCRAFT: This is the Y A 5 built for the Royal Navy by Blackburn and General Aircraft Ltd. The Y A 5 flew for the first time in September last, and, in common with its rival, the Fairey 17, has carried out successful deck-landing trials aboard H.M.S. *Illustrious*. The carrier-borne Y A 5, which is powered by a Rolls-Royce Griffon engine driving a three-bladed de Havilland contra-prop, has been designed specifically for detecting and destroying submarines irrespective of schnorkel or other modern devices. The equipment for the search, tracking and eventual destruction of underwater vessels are at present secret, but the aircraft has a retractable radome and a long, capacious bomb trunk capable of holding a large mixed load of attack weapons. Designed for the job from the outset, the arrangement of the crew in relation to the equipment makes for efficient performance of their duties and the effective controls at low speed make the aircraft extremely satisfactory from the deck-landing point of view. The large bomb trunk gives flexibility in weapon load. Powered wing-folding, powered extension and retraction of the arrester-hook with automatic ejection of the arrester wire on hook retraction, facilitate rapid handling of the aircraft on the carrier. Catapulting or rocket-assisted take-off can be employed

TOPPING THE ANDES—A PASSENGER PLANE OF CHILE'S LINEA AEREA NACIONAL ON ITS DAILY JOURNEY OVER THE HUMP OF SOUTH AMERICA BETWEEN SANTIAGO AND BUENOS AIRES: The craters of extinct volcanoes, jagged snow-covered peaks, and rushing torrents are seen far below by the passengers who ride in pressurised comfort at a height of over four miles. Soon after leaving Santiago on the 700-mile journey across the Continent, the plane passes Aconcagua, the Andean summit which rises to 22,868 ft. The national boundaries of Chile and Argentina lie in the Andes foothills, and the next 600 miles is across the Argentinian cattle-lands

PRINCELY GERMANY ON PARADE

A WEDDING AND A DIAMOND WEDDING IN OLD REGENSBURG

THE DIAMOND WEDDING COUPLE LEAVE THE CATHEDRAL AT REGENSBURG: Prince Albert of Thurn and Taxis, Prince of Krotozyn, Duke of Worth, and Count of Valle-Sassina, with his consort, Princess Marguerite, former Archduchess of Austria and Princess of Hungary, after attending their diamond wedding celebrations, which coincided also with the marriage of their granddaughter, Princess Marie Ferdinande, to Prince Franz Josef of Hohenzollern-Siegmaringen. Both the diamond wedding and the wedding were celebrated at the same time in Regensburg Cathedral, and after the ceremonies there was a reception at the Thurn and Taxis Castle. The family of Thurn and Taxis, which kept politically in the background during the Weimar and Nazi periods, is descended from the Milanese family of della Torre, which was driven out of the city and settled at Tasso, near Bergamo. Both names were joined in 1650. In 1501 Francis von Thurn, or Tassis, obtained from the Habsburg dynasty postal privileges between Vienna and the Netherlands; these being extended through the Empire, the family gained great wealth and, under its German name, princely rank in 1695. Later they bought estates in South Germany with rights of sovereign rulers

THE FATHER OF THE BRIDEGROOM, REPLETE WITH CIGAR AND CAMERA: The Prince of Hohenzollern-Siegmaringen, seen wearing the uniform of a Knight of Malta

THE BLESSING OF THE CHURCH: The Prince and Princess of Thurn and Taxis with Archbishop Michael Buchberger of Regensburg, who blessed their union and afterwards officiated at the marriage of their granddaughter

PUTTING THE FINISHING-TOUCHES TO THE BANQUETING-TABLE AT THE THURN AND TAXIS CASTLE: A liveried servant making final preparations for the diamond wedding and wedding guests. The house of Thurn and Taxis, despite political vicissitudes, has retained much of its vast wealth

THE UNION OF TWO PRINCELY GERMAN HOUSES: Prince Franz Josef, fifth son of Prince Frederick of Hohenzollern-Siegmaringen, and his bride, Princess Marie Ferdinande, granddaughter of the Prince and Princess of Thurn and Taxis. After the wedding at Regensburg Cathedral, 1,500 children from Regensburg came up to the Thurn and Taxis Castle to sing a gala cantata in honour of the bride and bridegroom

MAKING THE FILM OF "THE WOODEN HORSE"

A Story of War-time Escape is Reconstructed on the Screen

Film-makers were quick to see in both the story of *Odette*, the heroic woman parachutist who kept silent under torture, and in the story of *The Wooden Horse*, the drama of escape from Stalag Luft III, all the ingredients that go to make fine war pictures. Both have been faithfully made, with original participants on the spot to make sure of authenticity of detail, and both are now being shown in London cinemas.

The story of *The Wooden Horse* appeared in book form at the beginning of 1949, when the world thrilled to the details of Flight-Lieutenant Eric Williams' account of his own escape from Silesia in company with two colleagues. It was the old story of the Trojan horse, but in a new guise. We see how the prisoners at Stalag Luft III received permission from the commandant to set up a vaulting-horse for exercise within the confines of the camp. For it they chose a spot not far from the camp perimeter. Every day the horse was carried out into the compound and placed in exactly the same spot. While his colleagues on top were vaulting away, the man inside was digging an escape tunnel. Earth from the hole was put into bags and hung inside the horse. When the day's exercise was over, the horse, the man within it and the earth-filled bags would be carried indoors and the earth would be disposed of without trace. Sometimes fewer than ten bags could be filled in a day, particularly as the tunnel grew longer, and breathing became more difficult. Finally, after many months of work, the tunnel stretched far enough beyond the wire to make the escape possible.

On the night the three men got away a diversion was staged in the camp. The men escaped, Williams and one colleague reaching England after a nerve-racking journey through Germany, Denmark and Sweden.

The film gives a carefully-built-up picture of life in the camp and afterwards of war-time Germany as a fugitive would see it. A brilliant documentary technique has gone to the presentation of *The Wooden Horse* which requires no artificial aids to add to the excitement of the escape.

THE NOTORIOUS PRISON CAMP, STALAG LUFT III, IS RECONSTRUCTED AT LUNEBURGER HEIDE, WEST GERMANY, FOR THE FILM VERSION OF "THE WOODEN HORSE," THE BEST-SELLING BOOK IN WHICH FLIGHT-LIEUTENANT ERIC WILLIAMS TOLD OF HIS OWN ESCAPE AND THAT OF TWO OTHER COMPANIONS: The film has received its premiere at the Rialto Cinema, London, this week and deals in most graphic fashion with one of the most daring adventures of the Second World War

THIS WOODEN HORSE HAD TROJAN QUALITIES: Eric Williams, author of *The Wooden Horse*, demonstrating how prisoners of war leapt over the vaulting-horse made of Red Cross packing-cases, while a colleague inside dug a tunnel to freedom. During the making of the film of *The Wooden Horse* Mr. Williams was constantly on the site at Luneburger Heide

INTO THIS HOLE ONE OF THE WOULD-BE ESCAPEES CLIMBED EVERY DAY: The hole was beneath the wooden vaulting-horse, and when this picture was taken Mr. Eric Williams was demonstrating to those on the film set just how burrowing operations were carried out

WITHIN THE RECONSTRUCTED PRISON CAMP OF STALAG LUFT III: Materials were brought from Munster to re-create the camp as it appeared at the time of the great escape. The hole dug by Eric Williams and his fellow-officers had to penetrate from within the camp a considerable distance beyond the wire

WONDERS OF ENGINEERING VIEWED FROM ABOVE

London Airport and Pitlochry Dam; The *Kenya* on the Stocks

WEST LONDON'S GREAT LANDMARK: An aerial view of London Airport which will eventually cover an area of about 4,600 acres. When the present expansion policy has been completed administrative offices will be located in the centre of the airport and connected to the Bath Road (bottom right-hand corner of picture) by means of a series of tunnels. The tunnels will take all traffic, thereby creating a means of access without crossing the area where planes will be standing

SCHEDULED TO ENTER SERVICE DURING THE FESTIVAL YEAR: The 15,000-ton liner *Kenya* on the stocks in the Glasgow yards of Barclay, Curle and Co. She will be the largest ship ever in the British India Steam Navigation Co.'s fleet, and will go into the United Kingdom-East Africa service. The *Kenya* is expected to be launched in December next and to be ready for service during the summer of 1951. Alongside the *Kenya* can be seen the completed framework of her sister-ship *Uganda*. The *Uganda* is to have the same tonnage and is expected to be launched about a year after the *Kenya*

THE CHANGING FACE OF THE HIGHLANDS—THE DAM AT PITLOCHRY NOW IN OPERATION FOR THE NORTH OF SCOTLAND HYDRO-ELECTRIC BOARD: Builders' cranes still at work on the project are seen on both sides of the River Tummel, Perthshire. The Hydro-Electric scheme is calculated in less than a generation to transform the face of the Highlands, assisting industries which have long been languishing. The River Tummel project is considered to be by far the most spectacular of the Board's twenty-four schemes

TYRONE POWER MAKES HIS DEBUT ON THE LONDON STAGE: The American film star plays the name-part of *Mister Roberts* in the dramatisation of Thomas Heggen's novel at the Coliseum. Eight public dress rehearsals of the play were given before the first-night. *Mister Roberts* has already been successfully produced on Broadway

ON STAGE AND TELEVISION

New Productions; and Newcomers to London Entertainment

Mister Roberts is the story of an officer on a United States Navy cargo-boat during the last war who cannot get on with his captain although he is highly popular with the remainder of the crew. The only female part in the cast is that of a visitor to the ship on semi-official business, played by Hildy Parks. Tyrone Power is Mister Roberts and his reason for returning to the stage is that "After a long stretch in pictures you suddenly find yourself getting lazy, falling back on screen tricks to see you through. Crutches, you could call them. When I see one of my films now I recognise a few tricks I used to save myself some hard-work acting." Two problems faced Joshua [illegible], co-author and producer of the play. First was the [illegible] dialogue of the company, who are portraying tough [illegible] American merchant seamen. Second was the [illegible] structure of the set, which reproduces the deck of [illegible] cargo-ship. Thirty-six-year-old Tyrone Power is making [illegible] stage appearance for nine years in the part which [illegible] on Broadway by another film star, Henry Fonda. [illegible] began his professional stage career in 1931, when he played [illegible] minor role in Chicago in a production of *The Merchant* [illegible].

"THE REBEL OF THE DANCE" AND HER HUSBAND: Martha Graham and her dancer-choreographer husband, Erick Hawkins, arrive at London Airport for the three-weeks season at the Piccadilly Theatre, which had to be cancelled owing to her knee injury. Martha Graham, who made her stage debut in 1926 and who is stated to be "nearly fifty," has earned for herself the reputation of being "the rebel of the dance" and the "Picasso of the dance." She says that her company try to express a psychological impact. "In one dance we undertake a search into the realms of the sub-conscious." She was to have followed her successful season at the Champs-Elysées Theatre, in Paris, with three weeks at the Piccadilly Theatre in London, but an injury to her knee, sustained during a performance in Paris, proved more serious than was at first thought

A TELEVISION PROGRAMME FOR THREE-YEAR-OLDS: *Above*—Audrey Atterbury pulls the strings to operate Andy Pandy, the attractive doll-puppet seen *on the left*. The B.B.C. has been receiving requests from mothers during the last two years for a television programme suitable for children of three and four years of age. The Sunday and Wednesday Children's Hour at five o'clock is designed for older children. On July 11, 13, 18 and 20 four experimental programmes were televised for these younger children. Maria Bird produced the script, music and lyrics for Andy Pandy, Janet Ferber sang the songs, and Audrey Atterbury operated the puppet. Andy Pandy is himself a baby clown, who makes friends with his young audience. He is first seen in the basket, and does nothing for a few seconds, before getting up. He runs, jumps, dances and plays with his toys. He tries to get his viewers to play games with him and to accept him as a play fellow

"JOHN BISCOE" RETURNS FROM ANTARCTICA

The Falkland Islands Survey Vessel at Southampton after Steaming 50,000 Miles in Nine Months

In mid-July the Falkland Islands Dependencies Survey ship *John Biscoe* sailed up Southampton Water to make fast after having steamed some 50,000 miles on an annual relief voyage in the Antarctic. She had on board men from Britain's survey bases who have been in the Antarctic regions for periods ranging up to three years; and a team of huskies which, after leaving quarantine, are to be trained to take part in the Festival of Britain. The relief of the men at Stonington was no easy task, as at the time the ice had closely ringed both that island and the Argentine Islands. During relief operations a Norseman amphibious plane provided a shuttle service across the pack-ice from the base to Stonington. Mr. R. J. Adie, a South African geologist, who had been at the base for two years, said that there had always been plenty of work, and that those with him had never been bored during their long isolation.

The *John Biscoe*, formerly H.M.S. *Pretext*, a naval netlayer, was acquired for her present duties in 1947. During her stay in this country the *John Biscoe* is to go into dry-dock for her special overhaul which takes place every five years. She is also to be fitted with new radar equipment.

BACK IN ENGLAND AFTER STEAMING 50,000 MILES IN NINE MONTHS—THE "JOHN BISCOE" RETURNS FROM THE ANTARCTIC: The Falkland Islands Dependencies Survey vessel coming alongside at Southampton after a 34-day voyage from the Falkland Islands. During her cruising in Antarctic waters, the *John Biscoe* called at several places, including Stonington Island, in order to relieve men stationed at survey bases. The ship also carried packages of geological and biological specimens and records for the Science Bureau

HOME AFTER TWO YEARS IN THE ANTARCTIC: Flight Lieutenant J. H. Lewis, who piloted an Auster plane on reconnaissance flights over the Dependencies, seen at Southampton with two meteorologists who spent more than two years in the Antarctic. The two scientists are Mr. Derek Maling, of York (centre), and (on right) Mr. Kenneth Panson, of Triangle, near Halifax

HUSKIES FOR THE FESTIVAL OF BRITAIN: They are to be trained for an Antarctic display in the Dome of Discovery at next year's Festival. From left to right, are Mr. D. G. Dalgleish, medical officer, of Sidcup; Dr. V. E. Fuchs, of Cambridge, leader of the party; Mr. J. Huckle, and Mr. R. J. Adie of the South African Antarctic Research Committee

THE CONQUERORS OF ANAPURNA ARRIVE BACK IN PARIS AFTER THEIR ORDEAL IN THE HIMALAYAS WHEN THEY ENCOUNTERED DIFFICULTIES DURING THEIR DESCENT FROM THE 26,926-FT. PEAK: The members of this expedition from France originally set out to conquer Dhaulagiri, a peak towering to a height of 28,826 ft., but the difficulties they encountered were too great. *On left*—M. Lachenal is carried by his friend, Terray, from the 'plane on arrival in Paris; and, centre, he is made ready for a journey to a clinic. As a result of the snowstorm which he and his colleagues encountered during their way back to base camp, M. Lachenal had his toes frozen and had to have them amputated. *On right*—M. Marcel Herzoc, leader of the expedition, who had his hands and feet frozen, is carried from the 'plane on a stretcher. The men had to bivouac in a snowstorm at about 23,000 ft. during their descent and were nearly overcome by successive avalanches in the deep snow. Several of the members were in bad shape on arrival at the base, which was eventually reached after heavy going through the monsoon

The World of Books—By VERNON FANE

WOMEN AND THE ART OF FICTION

Their Massive Contribution in Quantity and Quality of Novels

A DAY or two ago I heard a young woman make the surprising statement that she never "bothered to read" books written by women, and, while the rest of the company belaboured her with words and arguments, I found myself trying to compute a little of what she must miss. Among her elders and betters and near contemporaries, Willa Cather, Rebecca West, "Elizabeth," Virginia Woolf, Dorothy Parker, Pamela Hansford Johnson—the rich list continues indefinitely, but is all apparently lost to this girl with the reading blinkers. It may not affect her future happiness to have skipped some of the lusher of the female romances, but what a pity to have left E. Nesbit, and even Beatrix Potter, by the wayside.

She will not, by the same token, be reading the work of one of the best of Yorkshire novelists, and so she will miss the enjoyment that many of us will have from Miss Phyllis Bentley's new novel, QUORUM (Gollancz. 10s. 6d.), a book of first-rate craftsmanship and not a little contemporary interest. The story is set in the present day, in the West Riding, and deals with the activities of a committee of eight, meeting to decide the details of a prospective pageant. Though the business in hand is relatively trivial, the background of each of the committee members is shown through this collective device, and as neatly and acutely presented as I have seen it for a very long time. This may not be a world-shaking literary event, but, believe me, it is a novel that commands respect.

BEHOLD THY DAUGHTER (Hodder and Stoughton. 10s. 6d.) is a great big novel, both in scope and in length, by Mr. Neil Paterson, of whom we shall be hearing a good deal more, I think. It is about a woman who is born to poverty and achieves riches, though not in the most time-honoured and prosaic way. Thirza is a child in the middle of the nineteenth century, and living with her mother and her father, a fisherman, in a little town on the north-east coast of Scotland. Her training as a lady's maid in the local mansion, and later as wife to a local potentate, improves her manners, but it is her innate sense of power, and her own will to succeed that lead her to take up her husband's business after his death, and to increase its income, and her own to a degree that seems amazing to her fellow-townsfolk.

Thirza is a real creation, in her lack of softness or sentimentality, and at the same time in her essential humanity, and her work and her surroundings are drawn with equal conviction and equal sincerity. The fishing fleets and the rival companies for herring-curing; the smuggling and the speculation, and the faithful friendships and dour enmities; all these are shown in brilliant if in primary colours, and the whole book is readable to an unusual degree.

IN THE VALLEY UNDER THE CROSS (Constable 10s. 6d.) Mr. David Bruce has written a serious and sympathetic novel about the cast of Bavarian villagers who perform a Passion Play. The analogy with Oberammergau is obvious and the author quotes from that text, but the story in which his characters are involved, a story which, incidentally, does not entirely come off, is his own, and told with a freshness that makes up a great deal for its occasional lapses from probability.

THE PASSIONATE JOURNEY (Falcon Press. 12s. 6d.) is one of the biographical novels in which Mr. Irving Stone specialises, and is told with the same verve and occasional incoherence that marked his Van Gogh book, *Lust for Life*. An American painter, John Noble, is the subject of the present book, a rip-roaring artist from Wichita, for whom the author claims a destroying passion for the ultimate truth and a less edifying passion for strong drink. From Kansas to Paris and back again to New York, where the psychopathic ward in Belle Vue knows him well, the painter travels on his brawling way, inspiring love as well as disgust, and always faithful to his own conception of the behaviour of the real Westerner and frontiersman, asking his wife at the last whether she will see that he is buried in his Stetson hat, the "ten-gallon" hat which, with his buffalo coat, had made his tall figure so remarkable in the bars and picture galleries wherever he went. Mr. Stone writes with an attractive vitality, but his method of making a kind of literary *ragout* with fact and fiction makes me uneasy.

NOVELISTS JOIN FORCES: C. P. Snow, author of *Time for Hope*, and Pamela Hansford Johnson, whose latest book, *The Philistines*, has won wide praise, leaving the chapel of Christ's College, Cambridge, after their wedding. Mr. Snow is a Fellow of Christ's College, and his work as a scientist on problems relating to molecular structure is well known. Since 1935 he has been occupied on a sequence of novels, of which *Time for Hope* is the latest. Miss Hansford Johnson has had thirteen novels published

THE WAY BACKWARDS (Collins. 8s. 6d.) is nothing more and certainly nothing less than good fun. Mr. R. P. Lister writes about the Civil Service in much the same mood as that in which Mr. Jeffrey Dell once wrote—memorably—about the film business, and the result is as entertaining a novel as I have read for weeks. Mr. Lister's principal character is a young officer who, after the war, passes the necessary tests and is given a job at a Ministry. From first to last he has no idea what the work is, and can find no one to explain it to him. Eventually he is allowed a secretary, or "attached girl," in official jargon, and together they invent and put through a series of schemes.

The secretary, a delightful girl, worthy of Miss Stevie Smith, tries her fine Italian hand on writing minutes, and, armed with these and her principal's energy and willingness, they start to move a number of inanimate objects across the length and breadth of Britain, their star turn being the movement of some breeches and barrels from Borneo to Scotland. The breeches turn out to be battledress trousers, and the barrels contain beer, but the poetic uselessness of their activity makes them both happy and involves a really Machiavellian ingenuity. This book and its admirable collection of oddities really made me laugh, and I recommend it to you for the cold summer evenings.

ROBERTA (Duckworth. 9s. 6d.) is somewhere between a novel and a volume of reminiscences, in this case of childhood, and it is a work of considerable charm. We are told that the author, Mary Lamont, has made use of her own memories of a childhood at the turn of the century, and it is true that these pages have the authentic flavour of personal recollection, a flavour that gives each story of young triumphs and disasters more poignancy and more humour. Reading it, as I did with much pleasure, a thought occurred to me. Can it be that in the last forty years or so, parents have improved? And by that I mean, not only their relationships with their children, but their own ideas of what is reasonable and what is not? It is my belief that this is one world change at least which is for the better. And, in any case, this is one book that is enchanting.

Mr. John Foster Dulles' book, with its bitterly appropriate title, WAR OR PEACE (Harrap; 15s.), was written before the outbreak of the Korean war, but nevertheless has a number of references to the state of things there since the United States sponsored the country's independence. "In South Korea," writes the author, "we have responsibilities. . . . We were remiss in the early years in not encouraging the local authorities to develop a loyal and disciplined security force. That omission is now being made good. But there is continuing need of economic support and some military aid, if this young nation . . . is to survive." Mr. Dulles gives his readers the gravest warnings about war, and in the most direct terms. His warning should not be ignored.

WATERS OF SILENCE (Hollis and Carter. 15s.) is an unusually interesting book, being a comprehensive picture of the life of a Trappist monk, and a detailed account of his day from the moment he rises at two o'clock in the morning to sing Matins, to the moment he goes to bed at seven in the evening, after hours spent in prayer, contemplation, manual work, and silence. Thomas Merton is himself a Trappist monk and he writes with authority of the foundation and growth of the order since the seventeenth century and of the rule which guides this Cistercian order and which derives basically from St. Benedict. Apart from the dignity of his approach to the subject, you will find, too, that he writes with great clarity, with humanity and even with humour. The photographs show monasteries of the Order in France, in Kentucky and in Georgia, as well as monks in the libraries, kitchens and vineyards and, less expectedly, driving bulldozers. There is also a page illustrating the Trappist sign language.

RED CHARGER (Constable. 10s. 6d.) is the account of a fishing trip, but lest you should have visions of a Compleat Angler or shady river banks, I will add that the trip is to the Arctic fishing-grounds, and that it was made in circumstances of occasional danger and nearly perpetual discomfort, from the day when it was black with blizzard at midday, to the day, even worse, when the tea supply ran out. Mr. George Goldsmith Carter has the right style, as, presumably, he has the right stamina for this kind of thing, and gives one the atmosphere and all but the smell of life in the most uncomfortable of all ships. An item of surprising information, by the way, is that trawlermen, although surrounded by fish day and night, never seem to tire of them as a meal.

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"It is difficult to see Lohengrin as anything but priggish and unsporting, while Elsa seems to be unusually weak and simple-minded, even for an operatic heroine." In this distinctly unconventional manner, Henry W. Simon begins his critical introduction to Richard Wagner's *Lohengrin*, and then he goes on to show by just what standards Lohengrin and Elsa must be judged if they are to be rightly understood. With the same breezy common sense Mr. Simon deals with six of the great operas—*Don Giovanni*, *Lohengrin*, *La Traviata*, *Faust*, *Carmen* and *The Tales of Hoffmann*—in his well-compiled volume, A TREASURY OF GRAND OPERA (Eyre and Spottiswoode. 30s.). Mr. Simon, taking it as an essential that every opera-goer should know the background of the operas, otherwise they become a series of tunes punctuated by boredom, summarises the literary and stage history of each work in addition to his descriptive and critical account of the stories. The words and music of many of the great songs are included, and a series of illustrations by Rafaello Busoni complete a unique volume.

Bernard Denvir has written the introductory monograph on CHARDIN (Longmans Green. 10s. 6d.) in the latest volume in the Masters of Painting Series. He shows the great French exponent of genre and still-life as an innovator "who stands at the springs of modern painting," and he helps in no small measure to put Chardin's work, so shamefully neglected at the end of the last century, into proper perspective. Mr. Denvir would appear to be guilty of an error, however, when he states that Chardin, who was born, and died, in Paris, only made one journey in his life, and that was out to Fontainebleau to assist Jean Baptiste van Loo restore the paintings of Primaticcio in the Great Gallery there. It is true that Chardin spent nearly all his days in Paris, but some may recall that his second wife was a woman of Rouen, and he spent several fruitful years in that city. This painter of waiters, washerwomen, pots and pans, who conveyed the dignity and tranquil beauty of the home with such distinction, was little influenced by the scenery around him, however, and whether he worked in Rouen, Paris or Fontainebleau is perhaps of small account. Where Mr. Denvir excels is in the assessment of Chardin's achievement, his contribution to the great European heritage of painting. From the same publishing house, but this time in the Form and Colour Series, comes Rubens' THE BATTLE OF THE AMAZONS (Longmans Green. 12s. 6d.). Leo van Puyvelde, Director of the Royal Museum of Fine Art of Belgium, writes the analysis of this famed and exuberant painting which is examined in detail.

The New Phœnix Library, attractively printed and bound, starts off with Virginia Woolf's MRS. DALLOWAY and Aldous Huxley's AFTER MANY A SUMMER. Both are published at the uniform price of 5s., and both are equally welcome. It is easy to understand why Miss Woolf's story of a busy day in the life of the enchanting, slightly feckless Clarissa Dalloway has the reputation of being a near-classic, powerful, as it is, in its delineation of thought, and remarkable in the clarity with which it presents a way of life, though always with economy of language. Future volumes in this admirable series are Stendhal's *The Charterhouse of Parma*, with its famed account of Waterloo, and Baron Corvo's *Hadrian the Seventh*, an autobiographical novel and a remarkable work of fiction. Also among the reprints are two more volumes in the Andrew Lang series of fairy-tales, THE RED FAIRY BOOK and THE YELLOW FAIRY BOOK. (Both are published by Longmans, Green at 10s. 6d.)

In these days, when blood-sports continue on sufferance, and legislation is always a possibility, many will welcome the new volume by F. D. Smith and Barbara Wilcox, SOLD FOR TWO FARTHINGS (James Barrie. 15s.). It is a symposium on the subject of cruelty to animals, a presentation of many viewpoints on stag-hunting, fox-hunting and the general treatment of birds, beasts and fishes. The authors close with a plea for an agreed scale of values by which to equate human welfare and animal welfare. Without such a scale, they say, we are each of us forced to make our own values, and so confusion follows. This is a thought-provoking book, compiled with knowledge and sympathy.

An important volume for the botanist is Wilfred Blunt's THE ART OF BOTANICAL ILLUSTRATION (Collins, New Naturalist Series; 21s.). This is the first full-scale survey of the subject ever made, and has been done with skill and thoroughness. In accordance with the demands of such a volume the colour illustrations reach a very high standard indeed.

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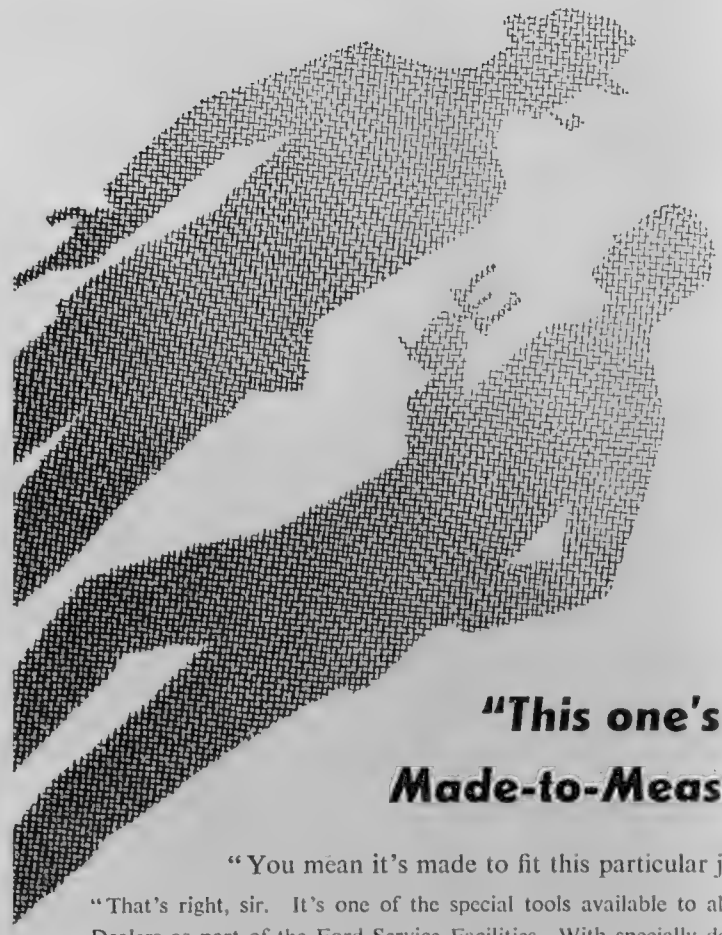

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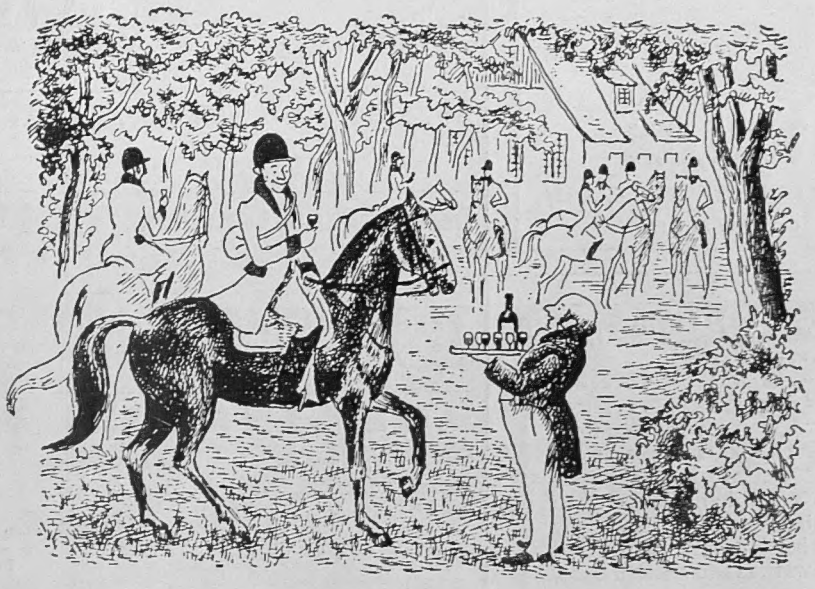

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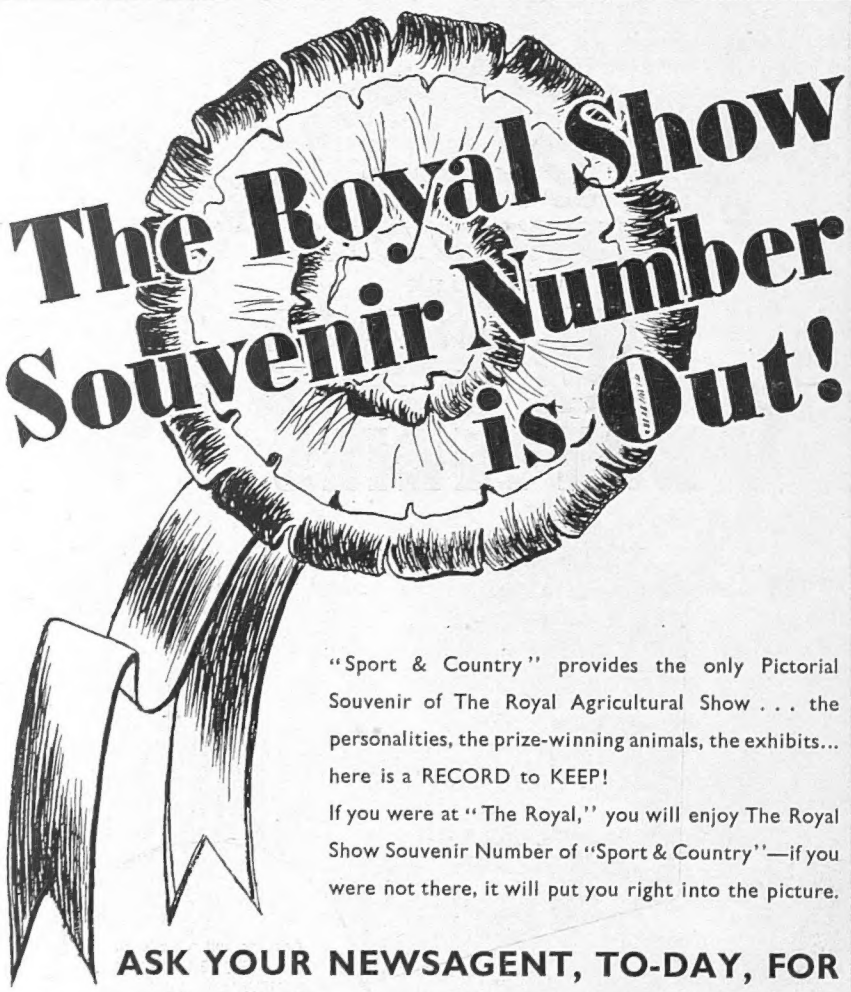

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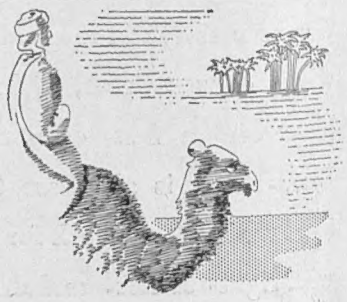

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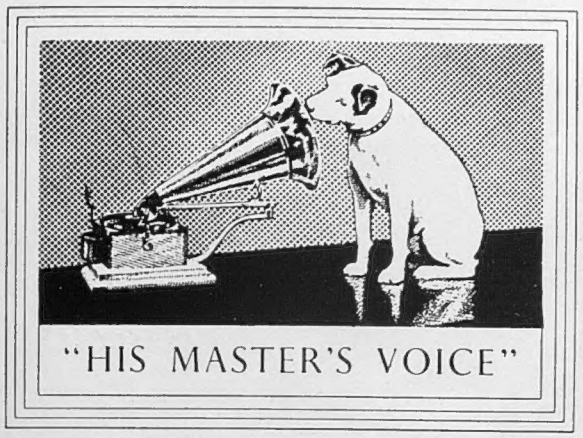

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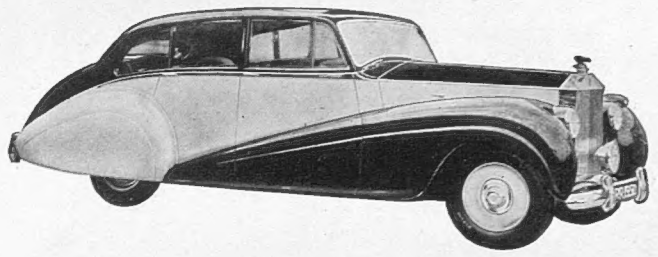

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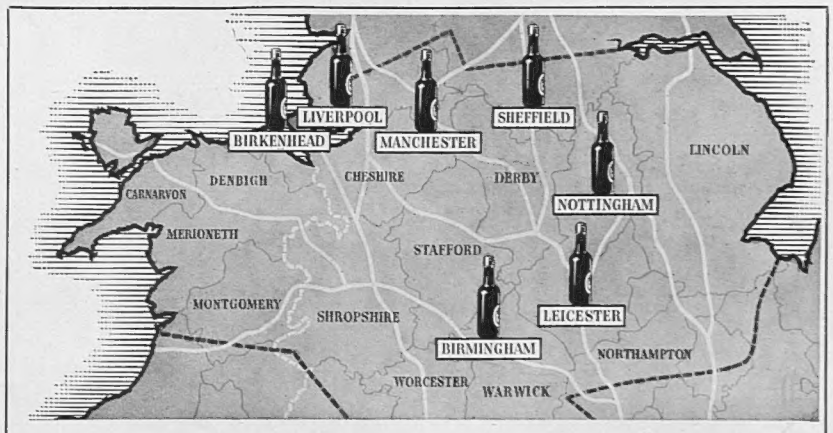

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